

WORLD - WIDE

AIR TRANSPORTATION

THE WORLD'S FIRST AND ONLY AIR CARGO MAGAZINE

**FEBRUARY
1949**

**IN
THIS ISSUE**

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Seafoods

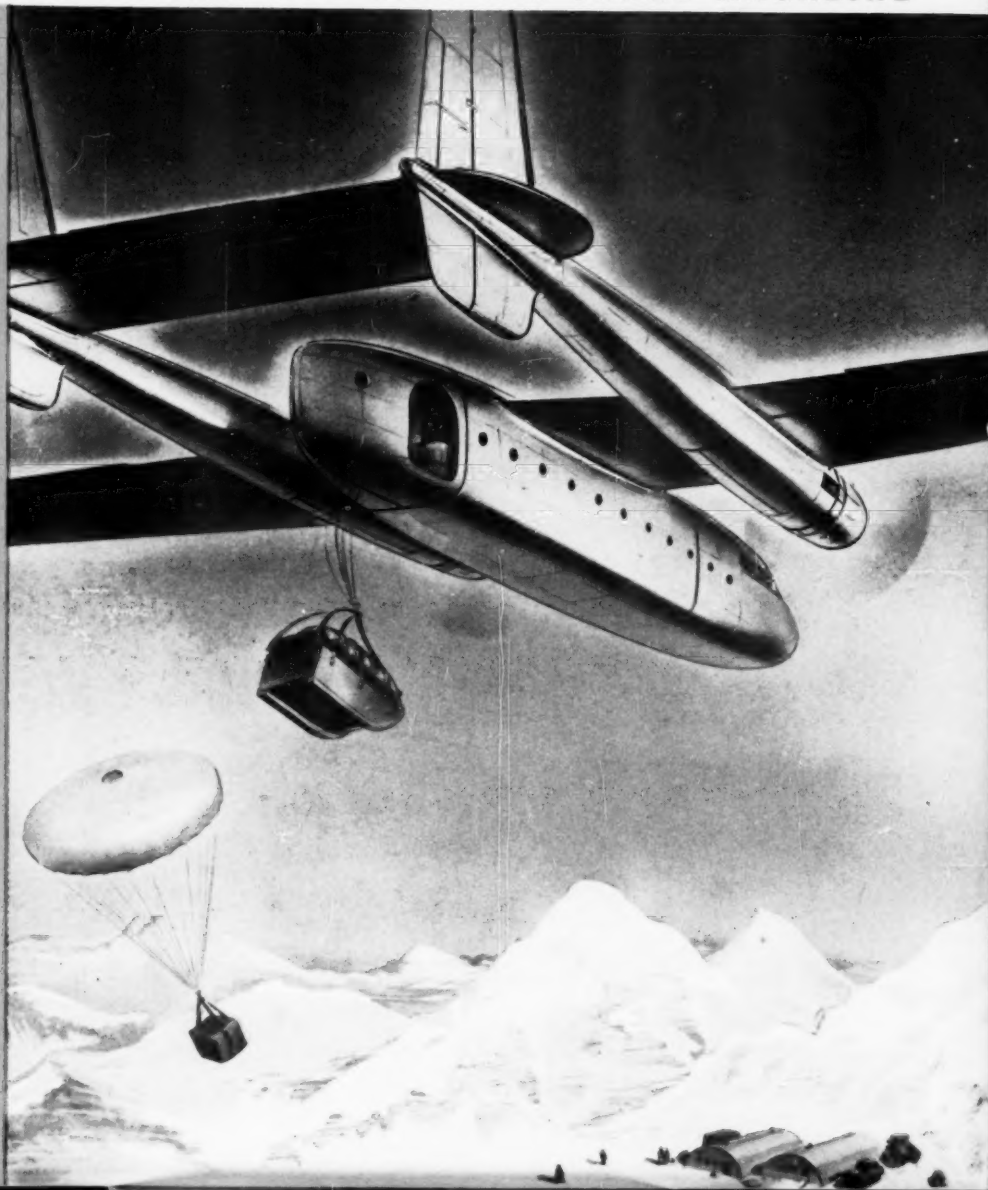
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One Set of Standards

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—Part II

Guest Air Cargo
Editorial No. 16

Vol. 14 • No. 2



SO THAT'S HOW SMITH
CUTS WAREHOUSE
COSTS—HE SHIPS BY
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• Yes, Mr. Smith has discovered the *economy* of shipping overseas by Clipper Cargo! He spends less on warehousing. He doesn't need to carry a big inventory. And, because he gets quicker payment, he needs less working capital.

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- "We seldom crate anything now—just use inexpensive cartons."
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- "They know their business!"

AIR-X-PRESSING THE NEWS

RADIOISOTOPES, one of the peacetime products of the Atomic Energy Commission, are being shipped by Air Express from Oak Ridge, Tennessee, to doctors and scientists throughout the United States. During a recent typical month, more than 250 isotope shipments weighing more than 10,500 pounds were sped by Air Express to customers in 25 states and 10 foreign countries.

A **SIX-WEEKS-OLD KITTEN**, convalescing from a broken leg, blinked her way through a 600-mile airplane ride from Columbus, Ohio, to Kansas City, Missouri, recently. It all started when a Columbus resident found the injured kitten and nursed it back to health. Meanwhile relatives, visiting from Kansas City, saw the cute convalescent and fell in love with her. After they departed, their niece decided to surprise them by sending the kitten on to K. C. by Air Express. The consignee told reporters that the new arrival's name "will be 'Little Eva.' That's because her playmate is our dog 'Topsy.' They'll get along together fine, we're sure."

Route mileage of the nationwide Air Express system over the 28 scheduled, certificated airlines of the U. S., expanded from 79,112 miles at the close of 1947 to more than 86,000 miles at the close of 1948 for a gain of 8.7 percent.

AIR EXPRESS service inspired a commendatory editorial in a North Carolina newspaper recently. Entitled, *A Fast Age*, the editorial in *The Durham Sun* told how the breakdown of a hosiery machine, occurring a little after 3:00 o'clock on a Tuesday afternoon, sent the plant superintendent scurrying around to get a replacement part. After a phone call to a Philadelphia machinery supply house didn't help, a distress call was relayed to the manufacturer in New Hampshire. The shipment was dispatched immediately by combination rail-air express and delivered to the North Carolina hosiery mill 600 miles away at 3:00 o'clock the next afternoon.

PRESIDENTIAL INAUGURATION time in the nation's capital last month was a busy time for Air Express. In addition to flying radio and press equipment to and from Washington during inauguration week, Air Express gave a fast assist to America's newest communication wonder—Television. Films of the President's inaugural address, the parade, etc., were taken from the video tubes in New York City as projected; prints were made and sped to La Guardia and Newark airports for instant forwarding to the two-score TV stations throughout the country which were not hooked up to Washington by coaxial cable. Hundreds of news-reel prints, hurriedly processed and edited in New York laboratories, also were air-expressed throughout the night and early morning to theatres all over the country. The entire operation called for the utmost coordination of the air, rail and truck facilities of the Air Express Division of REA.

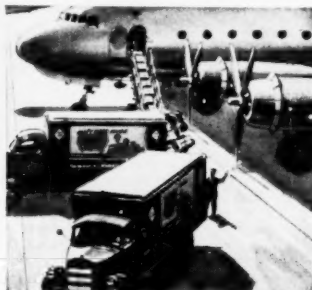
\$5.07 saved a contract ...and a man's business



Special switches were needed to complete an electrical instrument contract. Late delivery of finished items would kill chances of future orders and lay off men. Switches were 1100 miles away, but Air Express delivered the 15-lb. package at 3 A.M. — 8 hours after pick-up. Cost, only \$5.07. Air Express now used regularly. Keeps down inventory, improves customer service by early delivery.



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FACTS on low Air Express rates:

17-lb. carton of hearing aids goes 900 miles for \$4.70.

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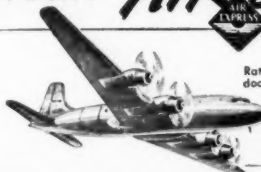
(Same day delivery in both cases if you ship early.)

Only Air Express gives you all these advantages: Special pick-up and delivery at no extra cost. You get a receipt for every shipment and delivery is proved by signature of consignee. One-carrier responsibility. Assured protection, too—valuation coverage up to \$50 without extra charge. Practically no limitation on size or weight. For fast shipping action, phone Air Express Division, Railway Express Agency. And specify "Air Express delivery" on orders.

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GETS THERE FIRST



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**AIR EXPRESS, A SERVICE OF RAILWAY EXPRESS AGENCY AND THE
SCHEDULED AIRLINES OF THE U. S.**



"When an airline's drayman is delayed by the shipper in making his pick-ups, it follows that the shipment will arrive late at the airport and that the plane will be behind schedule in taking off. Precision timing is the key to prompt delivery of air freight. When the drayman is late at the airport, it throws the entire schedule of the carrier out of kilter, and the delay is compounded.

"Shippers who would fully utilize the advantages of air freight will adhere strictly to agreed deadlines for pick-up-and-delivery. They will inform all concerned in their own organization that no additions can be added to specific shipments after certain deadlines; that under no circumstances will the drayman be held to await specific parcels or shipments. With this type of cooperation from the shipper, the carrier would be able to eliminate pick-up delays entirely and flights would depart on schedule."

As outlined above, the shipper should adhere strictly to pick-up deadlines if he wishes to guarantee on time delivery to his receiver.

"Some time ago we were solicited by a non-scheduled airline based at a gateway airport. It was understood that this air carrier would

EVERYBODY HAS PROBLEMS. . . the air shipper, the air carrier—from the cargo handler to the top executive. But very often these problems turn into gripes . . . sometimes for a good reason, sometimes for a bad. We feel that such problems and/or gripes are dangerous when kept under shrouds; that the sooner these are aired, the sooner will the air cargo industry reach its real peak. The purpose of this feature is to promote mutual understanding between air shipper and air carrier through the medium of an open forum. Corrective action, therefore, becomes so much simpler. Air shippers and air carriers alike are invited to contribute to this page. Discussion is frank and free. The editors' only provision is that the shipper or carrier discussed in each problem remains absolutely anonymous. We want only the *problem* aired, and not the "offender."

transport our freight to a certain foreign point of destination. The consignment was flown to the airport where it was turned over to the airline. It wasn't until some trouble developed with this shipment that we learned that the line with which we had done business had turned over the cargo to another air carrier. All our inquiries concerning the consignment were referred to the latter. We feel that we should have been told in the beginning of the airline's inability to transport the freight itself, rather than wait until a question over the shipment's arrival developed."

Such business tactics on the part of the nonsked can only boomerang. Shippers need to know where their consignments are at all times. An unreliable carrier is soon found out and loss of business is certain. Shippers place important store by reliability.

"We know that certain lines are sending their bills to exporters, *all expenses included*. It seems to us that this practice is not followed by all lines. For instance; we started working with one of the smaller air freight lines; and when the first airwaybill came through, it was automatically sent on to our overseas clients. This was done because we were accustomed to having all expenses debited in one bill. However, one week later, we discovered that we were being charged with additional expenses on the same shipment. Inasmuch as we had no means of collecting from our clients, we refused to pay the additional expenses, and suggested that in the future all charges be submitted at one time.

"On the 3rd of this month we made two shipments via the same airline and received its bill within three days. Today—the 13th—we still have been unable to get the bill for pickup services. Thus, all our documents are incomplete, and we are unable to submit a full statement to our overseas clients, showing how much the shipments actually cost him. We have telephoned the airline twice, but thus far we have had no satisfaction. Don't you think such apparent defects in the handling of air freight shipments should be called to the attention of exporters and airlines so that action can be taken to remedy them?"

The answer is YES!

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AIR **TRANSPORTATION**

**The world's first and only
air cargo magazine**

Established October, 1942

AIR TRANSPORTATION, published on the 15th of each month, is devoted (1) to the furtherance of air cargo as the newest and most significant form of freight transportation, (2) the promotion of domestic and international air commerce as an integral factor in progress, prosperity and peace; and (3) the establishment of a safe and sound national as well as international air transportation system. Subscription rate for United States and Possessions, \$5.00 for one year, \$8.00 for two years, and \$11.00 for three years; foreign countries, \$6.00 for one year, \$10.00 for two years, and \$14.00 for three years.

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COVER

Tons of air cargo for the frozen North as visualized by *Magnesium*, publication of Brooks and Perkins, Inc., Detroit, Michigan.



Disraeli went out on a limb...£4,000,000 worth!

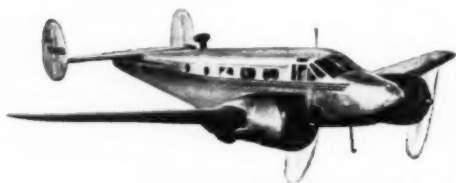
A 100-mile ditch was dug across the Isthmus of Suez... and the world was made 5000 miles smaller. Prime Minister Disraeli realized the vast importance of the Suez Canal—a *faster* way to reach the markets of the East. So in the name of the Cabinet, he bought part of the Canal... to the tune of £4,000,000! Parliament, fortunately for him, backed up his wisdom with hard cash.

Disraeli, like any man with vision, knew that markets are most productive when you utilize the fastest way of getting at them.

To the aid of today's businessman comes a superior method of getting places fast, and frequently:

company ownership of the twin-engine Beechcraft Executive Transport. Because of its 200-mph speed, executives are no longer desk-bound; business travel time is cut 75%. Personal attention to distant markets is again possible, and the profit side of the ledger reflects such increased activity. Travel in this 7- to 9-place luxuriously comfortable Beechcraft is travel as it should be—fast, relaxing and free of fatigue. And it is particularly economical transportation as well.

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BEECHCRAFTS ARE THE AIR FLEET OF AMERICAN BUSINESS

Guest Air Cargo Editorial No. 16

By ALBERT JANSEN

United States Manager, Freight Division
KLM Royal Dutch Airlines



Albert Jansen

THE application of either jet or rocket propulsion to commercial airline use is still in the far distant future. Present day shippers who use air transportation are not too vitally concerned whether their cargo crosses the ocean in a C-54 or a *Constellation* aircraft, and the matter of an hour or so time-saving, except in cases of extreme emergencies, leaves them stone-cold.

Primary concern of the individual shipper is the time elapsed between dispatching his merchandise from his plant or warehouse and the actual delivery to his consignee's doorstep. Age-old laws in many countries coupled with red tape encountered when clearance must be made frequently cause a longer delay on the ground than necessary for the cargo to fly from airport of departure to airport of destination.

The fact that large airports must be built, farther away from cities, in order to accommodate larger airplanes contributes nothing to the shipper or consignee who wants speedy delivery of his cargo.

Let's look at the New York International (Idlewild) Airport from where eventually all international carriers are supposed to operate. The picture on outbound cargo is good, since by now virtually all carriers have followed the example of some far-sighted airlines and established outbound cargo terminals in the heart of New York City.

In these terminals cargo is accepted during regular working hours. It is then manifested and consolidated for transportation by truck to the airport after closing time.

At the airport, the final processing of paper work takes place during the night while the aircraft is being loaded. Bright and early in the morning the airplane takes off leaving behind a group of traffic men feeling mighty good about a job done efficiently and with the least possible delay.

Alas, if shippers could only fly with the cargo and experience what happens when their shipment arrives at its destination and international customs regulations take over. A long trip for this experience is really not necessary, however, for all a shipper has to do is to have a look in his own backyard and meet an incoming aircraft at the New York International Airport.

A C-54 cargo plane arrives carrying seven tons of gen-

eral cargo—and by general cargo, we mean everything including a kitchen sink.

Before even the last consignee on the manifest has been notified of the arrival, the inbound cargo department is a madhouse. Brokers swarm all over the place and customs inspectors are tearing their hair out by the roots. In the middle of this insane asylum sits Aunt Sally from Brooklyn, patiently waiting until someone can give her a hand in clearing a package of crockery which a first cousin, in Prague, twice removed, has sent her.

Last year Aunt Sally received a similar package, took the airline's advice who appointed an airport broker for her, and was charged \$3 for clearance, \$1 for delivery, plus duties. These charges prompted her to write the airline that "they should have kept the junk which she could have bought in Woolworth's for less than a dollar."

This year Aunt Sally has come out to the airport herself, traveled for hours back and forth, spent time waiting and filling out papers, and left with the package under her arm and a satisfied expression of "I saved four bucks," on her face. Heaven help the airline when they receive her letter this year demanding a suitable explanation for her husband as to "why the housework wasn't done and his supper was cold."

The law forces the city receivers to the airport. It would be simpler to take the airport to the receivers. This could be accomplished by establishing a bonded air cargo warehouse in the heart of New York City conveniently located for all brokers and importers. This warehouse could be operated and occupied by all international carriers.

Cargo arriving at the airport could then be loaded on trucks immediately and a few hours later be available and ready for delivery to the consignee at the city depot.

Under present operations at the LaGuardia and International Airports, practically every airline has full-time inspectors and the appraisers must move from one airline office to another. The city depot with its own customs inspectors and appraisers, certainly fewer in number than currently used with the combined operations at two fields, could effect a considerable saving in time and cost to shipper and airline alike.



DR. SPENCER A. LARSEN (center), accepting TWA trophy for the prize-winning book, *Markets for Airborne Seafoods*, co-authored by Larsen, Dr. William Reitz, and Katherine K. Burgum. Robert S. Ball, of *The Detroit News* (left), headed the editorial work for the research staff. Presenting the trophy is Gordon Gilmore, TWA public relations director, who appears pleased at the choice.

Air Transportation is pleased to present, beginning
with this issue, the prize-winning . . .

MARKETS FOR AIRBORNE SEAFOODS

I—A SYNOPSIS OF THE STUDY

THE FISHERY INDUSTRY has endeavored in many ways to improve the market for its products. Advertising campaigns have urged the public to eat more fish. Housewives and students have been given instructions and demonstrations on a variety of ways to cook fish. These efforts doubtless have been productive. Nevertheless, this study suggests one other method of strengthening the market for products of the sea. Its approach to the problem can be summed up in a few words—*give the consumer fresher fish.*

In the course of making this study, a member of the research staff casually inquired of a famous New York chef:

"Just what is the secret of cooking fish?"

His answer was 'direct and to the point. He said:

"The secret of cooking fish is *fresh fish.*"

Part I

By

Dr. Spencer A. Larsen
Dr. William Reitz
Katherine K. Burgum

This generalization is borne out in the study, which indicates that people in this country would like to consume an additional half billion pounds of fresh fish. A goodly portion of this 62 percent increase above present consumption could be achieved if improved methods of producing, cooling, transporting and merchandising were employed to bring to market in prime condition the delectable products of the sea.

This study defines new markets for fresh fish and estimates the potential volume of air traffic in strictly fresh seafood. In addition, it is offered as a guide to the development of a vast market for a product which of necessity must be kept at low temperatures and speeded to the consumer if it is to be offered to the public as strictly fresh.

The United States cannot be regarded at present as a nation of fish eaters, despite the great sources of supply suggested by its 8,300 miles of coastline and 45,000 square miles of inland waters. Per capita consumption of fresh fish—as distinguished from processed fish—amounts to only 6.89 pounds annually. Even with the inclusion of canned, smoked and salted fish, and the sportsman's catch thrown in for good measure, the annual per capita consumption figure of 14.8 pounds is not impressive.

In a comparison with fish consumption in other countries, the United States

is found to rank 14th among the nations, although in production of fish it is exceeded only by Japan.

Furthermore, this low national average of fresh fish consumption is by no means evenly distributed. Fish is enjoyed most nearest its sources of supply, with the result that residents of tidewater states are found to consume well above the national average of fresh fish. The states of Massachusetts and New York, for example, show a per capita average of 12.8 and 12.4 pounds, respectively.

As the distance between the consumer and the source of supply increases, consumption drops off, until we find seven West North Central states averaging only 3.3 pounds per capita and Oklahoma and Idaho down to 2.2 and 2.3 pounds, respectively.

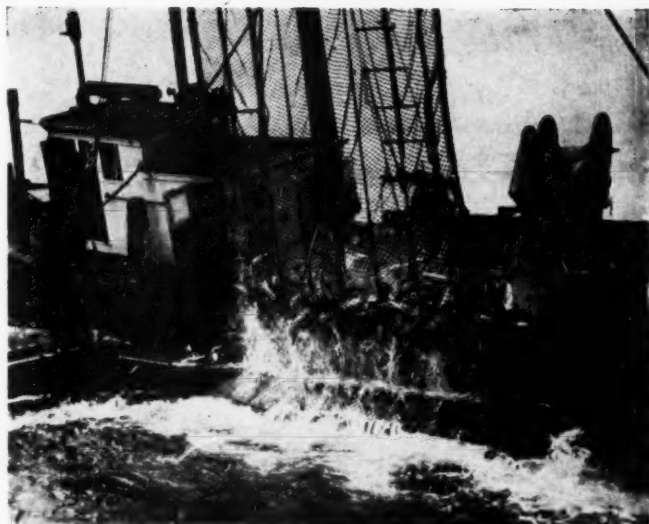
A high association also was found between population density and fresh fish consumption, illustrated by the 17.9 pounds per capita consumption in Maine cities against a 7.6 pounds figure for Maine's rural population, or by the contrast between urban consumption of 5.7 pounds in Nebraska and that state's rural use of only 1.4 pounds. The overall tabulation shows roughly 62 million urbanites consuming an average of 11.35 pounds of fish while 69 million ruralists eat only 2.82 pounds per head each year. It is further estimated that the 38 million residents of the nation's first 92 cities in size consume 555 million pounds of fresh fish annually, or 61 percent of the total.

To obtain a close-up of urban fish consumption, the localities which will benefit most by the development of airborne seafood, direct consumers' surveys were made in Kansas City, Chicago and Detroit, both of home and restaurant consumers.

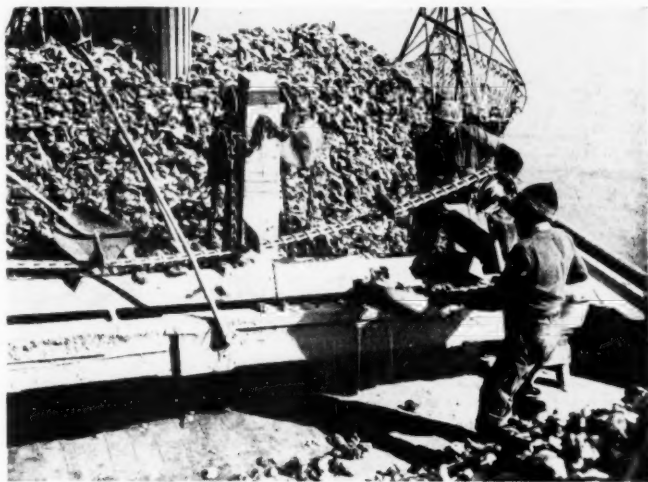
In general, it may be stated that the poor showing of fresh fish on the American menu is due to poor merchandising, lack of consumer education and the adverse effect on quality of existing methods of packing, shipping, handling and temperature control.

Doubtless the quality factor should be placed at the top of the list, for no amount of smart merchandising or of consumer education as to selection and preparation of fish can improve the quality and materially boost the market demand for these delicacies which so quickly deteriorate once taken from their native waters.

Strictly speaking, there is hardly such a thing today as a really fresh fish outside of the immediate vicinity where it is caught. Under present conditions of harvesting, shipping and marketing, it cannot be otherwise. This is, of course, more true of some species of fish and operations than of others. As a rule



FROM SEA to air to fish market—that's what's in the offing for this haul.



THESE OYSTERS were caught, packed, and airshipped—all in the same day.

the "freshest" salt water fish served in a Midwestern home is eight to 12 days old. Unlike meat, which requires a period of aging and therefore gains in flavor and texture with the passage of the days following the kill, a fish begins to deteriorate immediately upon leaving the water.

Fishing boats commonly remain at sea several days to a week or more. When the boats return to port, fish for the markets are packed in boxes with flaked ice and sent on their way via truck or rail to ultimate destinations, some of which are well over 1,000 miles

distant, at an average speed of 25 to 35 miles an hour. After one to four days in transit, plus another day or two at terminals, wholesale houses and retail outlets, they are available to the consumer for the skillet or the oven.

Moreover, "fresh" fish are sometimes found at fishing ports, in terminals, and merchandising establishments without adequate temperature controls and subject to visitation by flies and even exposed to the direct rays of the sun. In their final hours, therefore, they are odorous and notably unpleasant to handle. It is little wonder that the public



Dr. Spencer A. Larsen (right) and Ralph Duncan, shrimp expert and distributor of Biloxi, Mississippi, go over a 3,200-pound consignment of fresh shrimp shipped via Chicago and Southern Air Lines. C&S has the captivating word "Airshrimp" trademarked. It has clicked!

has coined so many uncomplimentary expressions about fish. Then, too, throughout the entire period of storage, shipping and marketing in the conventional manner, melting ice leaches out valuable minerals, proteins and flavor. In fact, few species retain their high sea flavor beyond six or seven days.

That consumers have been aware of this deterioration in quality is evidenced by surveys made in Kansas City, Chicago and Detroit. In these cities representative consumers were queried about their fresh fish purchases and preferences.

Consumers in the three cities surveyed expressed virtually a unanimous desire for strictly fresh seafood of an infinite variety and voted an overwhelming willingness to pay premium prices, it need be, in order to obtain it.

Employing a formula, in which proper weight was given to the factors of distance from seafood production centers and population characteristics, an optimum fresh fish consumption by urban and rural population groups in the 48 states was computed. This shows that the greatest potential increase may be experienced in the urban centers of the Central and West North Central states, running to 170 percent, as contrasted with the 28 percent gain for the city dwellers of the Middle Atlantic states. Average increase estimated for all urban population: 61 percent.

For the United States as a whole, the estimated increase in fresh fish consumption in terms of per capita is from 6.89 pounds to 11.12 pounds, with total annual poundage increasing 557,956,000

over an estimated 1940 consumption of 906,500,000.

If only the distance factor were considered in computing potential consumption—and the longest airborne operation could be considered the equivalent of an overnight truck haul—then the country's per capita consumption increase would be in the neighborhood of 200 percent, to about 21 pounds per person. However, the distance factor in the formula amounts to only 30 percent while other factors accounts for 70 percent.

Indications are that these predicted increases in fresh seafood consumption can be achieved by prompt unloading of the catch, coupled with new methods of packaging, speedy transportation, temperature control and alert merchandising. The consumer has indicated a willingness to support such a program.

Ten Best

In the tri-city survey consumers expressed their preference for the species of fin and shellfish most desired for air shipment, some of which they are at present unable to procure. Top 10 on the list are pompano, red snapper, shrimp, salmon, lobsters, swordfish, oysters, sturgeon, crabs and scallops.

Other factors weigh with force in any determination of the species of fish most amenable to air shipment. Price per pound is given considerable weight, as previous experience in predicting air cargo potentials have indicated that relatively high priced perishables benefit doubly from highspeed transportation. Rate of perishability also weighs importantly as does the effect of seasonal variation in supply. Volume of catch is weighed inversely.

Using the formula, nearly 100 species of fish were given an air propensity index and grouped into three classifications: excellent, good and fair. The salt water fish judged most likely to lead the air cargo list was sturgeon, with an index of 96. Leader in the fresh water fish league is brooktrout, with an index

(Continued on Page 29)



EXPORT AND IMPORT VIA BLUEFRIES - NEW YORK, INC.

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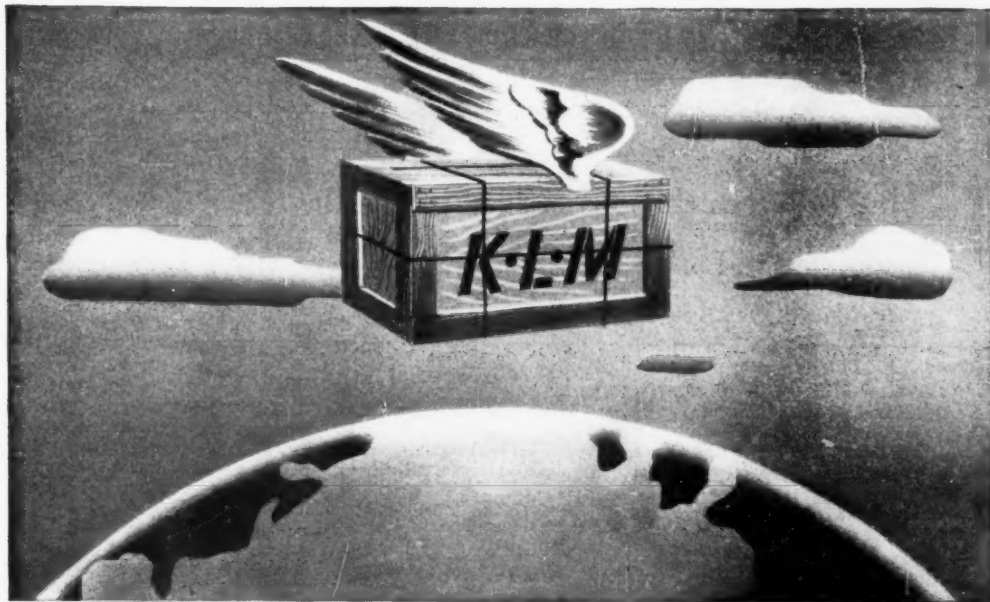
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TO ACHIEVE ITS 30TH ANNIVERSARY

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FOR INFORMATION CALL YOUR OWN FREIGHT BROKER or KLM Royal Dutch Airlines: New York, 572 Fifth Ave., LU 2-4000; Miami 36th St. Airport, 88-2232; Other KLM offices in Chicago, Los Angeles, San Francisco, Washington and Montreal.

The Baltic Air Freight Exchange Hits Its Stride

A 1948 report by the world's first air charter market, located in London, and the bright prospects for 1949

A BRIEF analysis of the work done in the world's air charter markets may well give rise to optimism for the future of the new industry. The tramp plane is establishing itself—somewhat slowly, but nevertheless firmly—as an integral part of modern commerce. Apart from the important part aircraft have played in the relief of tense international situations, the restoring of some measure of balance to countries affected by the economic upheavals of the postwar period and the new distribution of population which is rapidly taking place, ordinary, everyday "trucking" has been developed to a surprising degree. It is encouraging that such developments should have taken place. When worldwide conditions settle down once more, and there is no longer the need for populations to migrate, or for besieged cities to be relieved, the aircraft owner will find his bread and butter in cargoes of everyday necessities, machines, consumer goods, and occasionally luxury articles.

New cargoes, new methods of stowage, and better freight rates have made their appearance during the year, and

the experiment of the Baltic Exchange of London in forming the first world air charter market has been of immense value to shipper and owner alike (see *October, 1948, AT*).

Slow Start

After the great activity of the latter part of 1947, the beginning of the year was disappointing. Enquiries were scarce until the early Spring, and fixtures were few. Seasonal traffic at that time consisted of flowers from the South of France—mostly mimosa. The freight rates offered by shippers were low, but fairly substantial quantities were imported, mostly by *Dakotas* and *Bristol Freighters*, which have ideal cubic capacity for this employment. Mimosa constituted some of the first return loads ever to be found for exporting aircraft. The cargoes arrived in London on the day of picking, uncrushed and fresh. Spoilage percentage was almost nil.

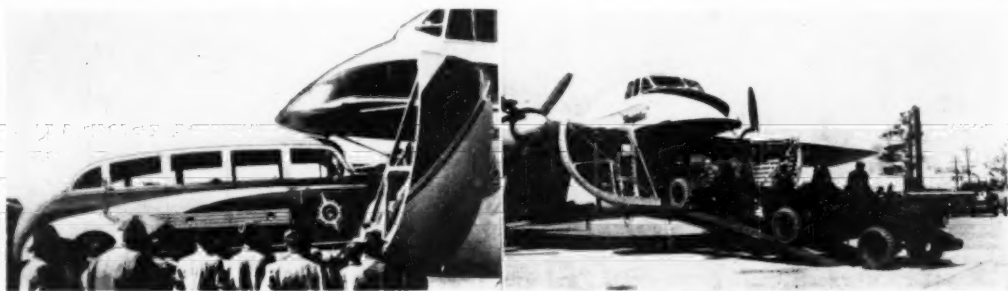
A rush of fruit business was expected in the late Spring. During the same season last year, the traffic was so great that it was almost impossible to find an aircraft, and those few which did be-

come available were at a premium. This year, the traffic was late in starting, and it was found that the fruit would not fetch high prices on the London market. Freight rates declined sharply, and remained at a low level until the imports by air finally ceased about midsummer. During the Summer season, apricots were flown from Spain, peaches, cherries and strawberries from Italy, and strawberries from the South of France. The North African imports were small compared with those from European countries. The aircraft mainly employed were *LANCASTRIANS*, carrying eight tons, *HALIFAXES* carrying 6½ tons, and *DAKOTAS* carrying three tons. The *Dakota*, being comparatively more expensive, was the least used of the three.

Representative freights quoted in the early season were:

To	LANCASTRIAN per 8- ton load	HALIFAX per 6½ ton-load	DAKOTA per 3 ton-load
To London			
Marseilles	£461	£460	£316
Valencia	£608	£515	£409
Verona	£491	£455	£372
Tunis	£840	£880	£578

Last year, *HALIFAXES* were asking £800 from Northern Italy, £950-£1,000 for Valencia, and over £1,000 for Tunis.



The Bristol Freighter, employed by British airlines all over the world. These scenes take place in Tasmania (left) and Canada.

Even so, rates dropped still further, and *Halifaxes* concluded contracts for flights from Valencia at less than £500. The season ended suddenly in June. The low prices the goods were fetching made it uneconomical to fly further cargoes, and remaining shipments came by sea.

A period of comparative quiet followed until the late Summer, when a scheme for the flying of bulk supplies of milk from Belfast to Blackpool and Liverpool was adopted by the Ministry of Food. It was anticipated that 50,000 gallons a day could be flown over September and October (see *Global Ticker*, November, 1948, AT). Large numbers of *Halifaxes*, *Liberators* and *Dakotas*, together with smaller aircraft, were employed on a 24-hour service. The *Dakotas* carried 55 10-gallon churns, and the larger planes 65-70 churns. After discharging in England, the planes returned with empty churns. Average turn-round time was only 20 minutes. Extremely bad weather hampered flying, and the optimum was never reached, although approximately 1½ million gallons of milk were flown during the period.

By this time, the Berlin airlift had begun. After long negotiations, charter planes were employed in Germany. At first, *Dakotas* were used, and later they were joined by *Halifaxes* and flying boats. Many of the planes coming off

the milk run went immediately to Berlin. Their cargoes were mainly coal and flour. Aircraft were not requisitioned, and owners could decline to participate if they so wished.

The shortage of freighters for normal business became acute, and there was a marked rise in rates for those planes still open for charter. It was extremely difficult at this time for brokers to dispose of their enquiries, and most of the fixtures made were with foreign aircraft.

Halifaxes Take Over

On the approach of Winter, the twin-engined planes were withdrawn, and their place was taken by *Halifaxes*. There are at present some 10 or 12 charter *Halifaxes* working in Berlin. Some of these planes are operating as flying tankers. With specially fitted cargo tanks, they can carry about 1,100 gallons of liquid fuel. Some Bristol *Freighters* are also operating on the lift.

The *Dakotas* returned from Berlin during a slack season. Many planes were competing for the few cargoes available, and rates dropped once again. Apart from *Dakotas*, almost the only heavy freighters still available were *Liberators*, which are comparatively

cheaper owing to their higher carrying capacity.

In the Autumn, an active shipping season of grapes and mandarins was expected from Spain. Low retail prices again prevailed, and the quantities flown were not so great as expected. Shipments by air normally go on until Christmas Eve, but the traffic was virtually over by the end of November. Freight rates had averaged £75 per ton from Valencia.

A curious development in November was the flying of nuts from central France. Very large tonnages were brought in, and the aircraft employed included *Dakotas*, *Skymasters*, *Halifaxes*, *Yorks* and *Liberators*. Over £30 per ton was paid for air transport. This was probably made possible by the strikes in France, and the action of dockers in refusing to load ships. When large quantities of Italian nuts began to arrive by sea, the flying ceased abruptly.

During these major fruit movements, steady quantities of berry-fruits were arriving by *Dakotas* from Holland and France. Fruit shipments, however, did not represent the whole activity of charter planes. Non-seasonal flying has increased tremendously. Large quantities of textiles have been flown steadily from Italy and France over the entire

(Continued on Page 25)

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The giant Boeing Stratofreighter cargo counterpart of the brand new Stratocruiser.

Why commercial air cargo carriers will benefit from a meeting of minds by the Civil Aeronautics Administration and the Air Force in arriving at . . .



ONE SET OF STANDARDS

THREE SEPARATE PROBLEMS with but a single answer are currently confronting the Air Force, the commercial air-cargo carrier and the aircraft manufacturing industry. And on their outcome hinges a share of this country's defense.

The most important of these problems is the one facing the Air Force. Leaders of the AF must find a means of building up an auxiliary cargo fleet for immediate availability in time of emergency. It is necessary that this fleet be made up of standard equipment so that it can be put into use immediately.

Where are these planes to come from?

The AF doesn't have the money in its budget to buy the transports needed for its normal operation, let alone to provide for a reserve fleet to be available in time of emergency. It therefore must rely on the commercial airlines.

But what about the commercial air-

**By WELLWOOD E. BEALL
Vice President
Engineering and Sales
Boeing Airplane Company**

cargo carriers? Can their planes form this required reserve? That question



Wellwood E. Beall

brings us up to the problem facing the cargo carriers. Today's transports are priced so high that commercial carriers can't afford to buy them for their own operation. And the present equipment of many lines is too obsolete for an efficient operation.

In seeking ways to bring the price of the modern transport down to a reasonable level we are brought right up to the third problem—the one facing the aircraft manufacturing industry. The manufacturer, because of present fluctuating Civil Air Regulations, often finds it difficult to have a continuity of production that will lower the cost of planes. And because of these constant changes in regulations and interpretations thereof, he can not make a firm price offer to the buyer, nor can he give a definite delivery date nor predict the performance of the aircraft accurately—all of which any buyer wants before committing to buy the aircraft.

To show how present Civil Air Reg-

ulations and the administration of them are handicapping the manufacturer, and thus the cargo-carrier and the Air Force, let's use the Boeing *Stratocruiser* and *Stratofreighter* as examples.

Boeing could, for instance, convert the CAA-approved *Stratocruiser* into a cargo airplane. If orders for such a transport were received, the planes could not be produced as part of the *Stratocruiser* production run which ends in October, but would fall at the end of the C-97A contract, which will not be completed until late in the following year. Materials and parts could not be procured in time to tie in with the *Stratocruiser* line.

Thus the continuity of *Stratocruiser*-type production would be broken, and the planes would be out of sequence with any other airplanes of similar structure. Therefore, if the order

should come in for only a small number of freighters, say seven to 15, the cost would be too high because of the broken continuity.

Moreover, after completion, the planes would still have to go through another Civil Aeronautics Administration flight-test period that would cost an unknown amount because of the continued changes in regulations and interpretations thereof.

What Boeing should do, then, would be to make the commercial freighters the same as the C-97As. This would not only lower the cost of the C-97s going to the AF, it would keep the cost of the transports down for commercial operators as there would be continuous production.

Things don't work out that easily, however, for the CAA very seldom certifies an airplane that has been approv-

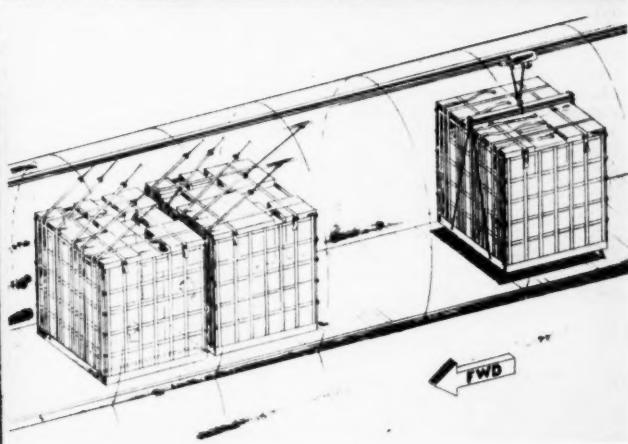
ed by the military service. The Air Force will accept CAA-certified planes and fly them under its own regulations, but the reverse is not true.

In other words, before a commercial version of the C-97A can go into service, it would have to be extensively modified to meet CAA requirements. Then it would go into an elaborate test program.

And there goes the low-priced commercial cargo transport that would solve the problems of the Air Force and the cargo carrier. Cost of such alterations and testing adds up to a staggering figure. And the time to do it delays the delivery to make it unattractive.

The simple solution is for the Air Force and the CAA to get together and see if they can't resolve the problem so

(Continued on Page 26)



UPPER LEFT—Side view of the Boeing *Stratofreighter*, double-decked, four-engine cargo plane. When it goes into service it will be the largest and fastest commercial airfreighter in the world. Volume nearly doubles that of an average boxcar. Cargo doors are arranged to allow four trucks to load simultaneously. The *Stratofreighter* will operate at 3.9 cents per ton-mile. UPPER RIGHT—Looking aft in the *Stratofreighter* upper deck cargo compartment. With a usable volume of 4,320 cubic feet, it is the largest of four separate compartments in the giant plane. Total usable volume of the *Stratofreighter* is 8,140 cubic feet. LOWER LEFT—Traversing the entire length on the 74½-foot main deck cargo compartment on a overhead rail, this electrically powered hoist is capable of lifting preloaded pallets up to 5,000 pounds. LOWER RIGHT—Sketch shows how preloaded pallets move along the powered overhead rail. Heavy freight moves easily.

Regulation as a Tool in the Development of the Air Freight Industry

By JAMES A. DURHAM
and
MARC J. FELDSTEIN

PART II

Durham and Feldstein, who are attached to the Civil Aeronautics Board in the respective capacities of attorney and statistician, emphasize that their views do not reflect the official position of the CAB, any of its members or staff, but only their private feelings in the controversial Air Freight Case

IN THE Air Freight Forwarder Case, the Board has made it possible for the Railway Express Agency to employ the facilities of any certificated direct air carrier, including those which may receive certificates as a result of the Air Freight Certificate Case. As the grandfather carriers have emphasized, the Agency is entirely controlled by the railroads and for this reason it may be that caution should be exercised before the Board endows it with permanence in air transport. However, the fact cannot be escaped that over a period of several years the Agency has been the principal promoter of the use of aircraft in property transportation, that it has carried on extensive experimentation and that it continues to aid in the development of the industry in spite of the high rates fixed by the carriers. One of the anomalies of the present situation is that the Agency continues to increase its air traffic in spite of the fact that an adequate air freight service is *per se* an express service. This suggests that some of the present freight service offered by the carriers lacks the effective promotion and efficient pickup and delivery which appear to be the factors responsible for the success of the Express Agency. There is a strong presumption that the air freight and express functions may eventually merge as the carriers and forwarders become more firmly established and find the time and capital to develop the surface leg of air freight. The new air parcel post system should contribute to this tendency by diverting substantial express traffic.

Considering all the possible obstacles, the eight months involved in conducting and deciding the Air Freight Rate Investigation is commendable. Substantively the decision in the Rate Investigation appears to have given a semblance of temporary stability to the industry. By moving to prescribe minimum rates, the responsibility of halting destructive competition was recognized. In rejecting the added cost of freight traffic theory as a basis for minimum rate-making, and in adopting the full cost of moving freight in all-cargo planes as a point of departure for this type of regulatory action, the Board went a long way in the encouragement of specialized cargo carriers. In recognizing the propriety of declining minimum rates with increased weight and distance of shipments, the potential position of the freight forwarder in air transportation was acknowledged, and the advantages of air freight service to transcontinental shippers were made more secure.

"Most Vulnerable"

It was in the specific implementation of its general conclusions that the rate decision appears most vulnerable. For example, the Board ignored the requests to order the reporting of segregated freight cost or to require a time and motion study to determine either airport-to-airport or handling costs. Either one or both of these courses of action would appear to be the *sine qua*

non of effective initiation and maintenance of compensatory rates in the field of air freight. Likewise the Board declined to pass outright upon the issue as to whether losses incurred in the freight service will be allowed as expenses of operation when individual carriers make requests for mail pay. Instead it indicated that this issue could be decided in mail rate proceedings under Section 406 of the Act. Failure of the Board to enunciate its general position on this matter in the Rate Investigation proceeding seems to condition the conclusion that full costs of operating all-cargo planes is the appropriate approach to setting minimum rates; obviously, the latter determination is meaningless if the grandfather carriers are permitted to recoup freight losses through mail pay.

In fact, the refusal of the Board to meet this issue, coupled with the failure to require segregated freight reporting by the grandfather carriers, gives rise to the probability that mail pay may be extensively employed for recouping freight losses. In two recent statements of tentative findings in mail rate cases under Section 406 of the Act the Board has proposed to subsidize the cargoplane losses of two of the smaller passenger carriers. However, if this position is to be taken in the case of any of the grandfather carriers there would appear to be no obstacle to extension of the doctrine to larger established carriers whose freight operations are more extensive. In this respect the Board's position is in stark contrast



to its unequivocal announcement of a year ago that mail subsidy would not be employed to finance the losses of the grandfather carriers in any freight rate war, and that this policy would be enforced through its reporting procedures.

Perhaps the most unusual part of the Board's decision was the minimum rates prescribed. Contrary to what has been assumed in many quarters, the Board did not set minimum rates which merely decline in a traditional pattern as distance and weight increase, but invoked a principle of giving equal influence to both of these factors. It established airport-to-airport minimum rates of 16 cents per ton-mile for the first 1,000 ton-miles of any one shipment, and 13 cents per ton-mile for all ton-miles in excess of 1,000 ton-miles in any one shipment. Thus the applicable minimum rate for any two given shipments will be the same if the product of the particular weight and distance factors produces the same result.

This willingness to permit two such different characteristics to be employed

as equal factors in computing minimum rates suggests either that the Board decided to overlook the possible anomalies of the approach employed, or else that it was willing to assume that flying cost differences between short and long hauls equate handling cost differences between heavy and light shipments. A reading of the Board's opinions suggests that it relied on cost data to reach its conclusions. Yet no evidence of this cost parity between weight and distance appeared in the record of the proceeding, nor is there any evidence that the assumption of this parity is realistic. In any event, there was no need to place such emphasis on distance since, unlike other means of transport, air freight by definition is a long-haul business between major producing and consuming areas, and its only present hope of sustenance lies in the carriage of volume transcontinental traffic at low rates.

The foregoing proceedings might have been approached from the point of view that the questionable rates were only a tool in the struggle for control

of the industry. In this connection, any minimum rate prescribed is likely to become the going rate-level in the absence of (1) freight carrier certificates, (2) a firm Board policy on the relation between mail pay and freight losses, and (3) a reporting procedure segregating freight costs and revenues from passenger operations. The specific commodity tariffs which have been filed by the principal carriers in accordance with the minimum rate order are on the minimum rate and, although premium rates will be charged for a limited number of commodities, this will be more than offset by the lower yield from the sub-minimum specific commodity rates which several carriers have requested permission to publish. By and large the rate structures adopted by the carriers pursuant to the Board's order are much too close to the estimated cost of carrying freight, the very thing which the Board intended to prevent. In short, the rate war is continuing but now it proceeds without Board interference; thus the principal

(Continued on Page 28)



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Hughes Picks Damon

Ralph S. Damon, who astounded the aviation industry last month when he unexpectedly resigned as president of American



Ralph S. Damon

Airlines and vice president of American Overseas Airlines because he was "out of sympathy with the programs and goals of the company," has been recommended by Howard Hughes for the presidency of Trans World Airline. It is generally agreed that the recommendation of Hughes, who reportedly is a holder of

74 percent of TWA's stock, is tantamount to the election. The post of president has been vacant since the time La Motte T. Cohn resigned several months ago.

An announcement issued by Hughes said that he and Damon "saw eye to eye" on the necessity for opposing any attempts to establish "one gigantic trust or monopoly" which would control all the United States air carriers flying international routes. Damon is known to have waged an unsuccessful fight against a proposal to merge AOA with PAA, which, if brought about, would leave TWA as PAA's only scheduled airline competitor.

It is understood that some key AOA personnel will leave to join Damon in TWA. C. R. Smith, chairman of the board of AA and president of AOA, has filled Damon's vacant position.

ATA Shows 1948 Increases

According to Dr. Lewis C. Sorrell, director of research for the Air Transport Association, the scheduled airlines of the United States will show an estimated increase of 13 percent over 1947 gross revenues in the final 1948 figures. These include the domestic trunk and feeder lines and United States flag international carriers. This computation is based on January-September reports with the October-December portion estimated.

Dr. Sorrell estimates that the total gross revenue for 1948 will reach \$643,542,000 as compared with \$569,940,000 in 1947. Operating expenses of the lines, according to Dr. Sorrell, will reach \$650,277,000 in 1948, approximately 10 percent above the figure of \$591,741,000 for the preceding year.

Last year, as in 1947, the most conspicuous change took place in the transport of commodities by both air express and air freight. Dr. Sorrell's estimate of the ton-miles of express and freight for domestic trunk and international flag carriers is 144,700,000, as compared with 96,638,000 in the preceding year—a gain of almost 50 percent. Where domestic air freight is concerned alone, figures show 68,760,000 ton-miles flown in 1948, against 35,213,590 in 1947, a gain of almost 100 percent.

Income from the mails assumed increasing importance in the revenues of the airlines. This was due to an increasing volume of mail and to some increases in the rates of compensation. Dr. Sorrell said, Mail ton-miles rose from 36,413,000 in 1947 to 44,159,000 in 1948, raising the compensation for carrying the mail to \$95,977,000 in 1948.

Believe it or Not



You can take our word for it that the following is true. This enlightening conversation took place between an employee of Air Transportation and an employee of the United States Post Office:

"I'd like to have 50 air mail postal cards."

"Some what?"

"Fifty air mail postal cards."

"Air mail postal cards?"

"Yes, please."

"Who y'kiddin'?"

"I'm not kidding anybody. I just want 50 air mail postal cards."

"Listen, buddy. I got no time for playin' around. Either buy somethin' or move right on."

"Look, mister. I want 50 air mail postal cards. They're four cents each. It's in today's paper."

"It is, huh?"

"Look for yourself."

"Somethin' new?"

"That's right."

The post office employee disappears for a minute or two and then returns with a sheepish grin on his face.

"You're right about them air mail postal cards."

"Okay. Give me 50."

"Sorry. They ain't been delivered to us yet. Try us tomorrow."

Avianca Wins Permit

The Civil Aeronautics Board has granted a three-year temporary foreign air carrier permit to Aerovias Nacionales de Colombia, S. A. (Avianca) authorizing air service between the coterminal points—Bogota and Barranquilla, Colombia, via an intermediate point in Jamaica, and the terminal points Miami, New York. Internationally, Avianca has been operating into Miami as well as to Ecuador and the Canal Zone.

C&S Seeks Daily Service

If the Venezuelan Government approves, Chicago and Southern Air Lines will open daily air service between the United States and Venezuela in the early spring. It presently operates four round trips weekly.



SHIPPERs and consignees not located directly at airport cities in 13 Midwestern cities are the beneficiaries of a new agreement between Air Cargo, Inc., ground service organization for the scheduled airlines of the United States, and the Midwest Motor Freight Bureau, Kansas City, which represents 978 motor carriers. These motor carriers serve Colorado, Illinois, Indiana, Iowa, Kansas, Missouri, Nebraska, North Dakota, South Dakota, Wisconsin, the upper peninsula of Michigan and Minnesota, and Paducah, Kentucky.

According to ACL, "this move will enable shippers and receivers within the above territory to apply the new uniform rating to all shipments moving partly by air and partly by truck. In addition, the actual interchange of such traffic will be speeded because handling can be expedited by the new combination rates. Only one through standard shipping document will be required for the acceptance or delivery of shipments, although the airlines' standard airwaybill or the motor carriers' standard bill of lading will be exchanged by them at the actual point of interchange of shipments."

Recently the airlines put through a similar agreement with the Central States Motor Freight Bureau, representing 850 motor truck lines (see August, 1948 AT). J. D. Lawson, general manager, Midwest Motor Freight Bureau, had this to say about the ACL-MMFB agreement:

"Motor carrier transportation is a real link between air transport and customers served, and the disposition of air transportation people to give full credit to the function of the motor truck in its full performance is bound to aid in developing this joint effort," Lawson said. "Our truck operators are pleased by these steps toward the development of an over-all nation-wide pattern, as they feel sure it will increase business."

United Air Lines last month filed a brief with the Civil Aeronautics Board in which it claimed that reopening of the Air Freight Case has brought additional facts and testimony which prove that applicant non-certificated air freight lines will bring nothing new, different, or better to the industry. The certificated airline contended that since the case was opened in 1946, the nonskeds have failed to develop any new types of air freight. It added that cargo specialization has not introduced economies, and that the proposed "demand" service has not been put into effect successfully. UAL repeated the charge that the nonskeds, serving the key industrial cities, have shown that their operations are not economically feasible, and that they failed in the recent hearings to show statutory requirements of fitness, willingness, and ability to warrant permanent certification.

Stating that the air freight potential is not sufficient to support economically the services of both the certificated and non-certificated airlines, UAL charged that the nonskeds' estimates of the freight volume which would move in 1948 were only guesswork. Actual freight carried by both operators, it said, was far less than the applicants set forth two years ago. United pointed to the fact that the certificated airlines and the nonskeds were operating with large excess freight space.

"Approval of the applicants' extensive duplicating proposals," United said, "would mean that the people would only get airplanes with different insignia on them flying alongside airplanes of the presently certificated carriers who now provide and will continue to provide the

coverage for a nationwide air freight service of approximately 400 cities, including not only major points but numerous small cities."

The airline had this to say about the air freight lines' alleged economic unfeasibility:

"Inherent weakness in all-freight operations is shown by a high rate of mortality among the applicants. Eight applicants did not even participate at the reopened hearing either because of bankruptcy, cessation of operations or because they had otherwise withdrawn from the proceedings. These eight include California Eastern, at one time one of the largest air freight applicants, which now is under the bankruptcy act. The applicants have had a record of continuing losses. Not one has been able to produce a profit on exclusive air freight operations. In all, losses in-



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curred by the various applicants is in the neighborhood of \$7,000,000."

United's brief showed Slick Airways' losses, as of September 30, 1948, at \$1,852,658; Flying Tiger Line's, a total of \$1,288,920; and U. S. Airlines', \$1,873,534. It continued:

"From the standpoint of the public, the reopened air freight record demonstrates that the applicant freight lines would not provide any broader coverage, any new service or any more economical service to the shipping public. To the contrary, the applicants would simply duplicate certificated cargo services and inflict substantial injury upon the certificated carriers."

"The evidence also shows that it is not the applicants but the certificated carriers who are most extensively developing air freight and who offer the greatest promise for the fullest exploitation of the over-all

air freight potential. The evidence also shows that the applicants' operations have been conducted at substantial losses without promise of a profitable operation. . . . The only sound conclusion possible is that creation of property-only carriers to be superimposed upon the existing certificated route network is not required by the public convenience and necessity and does not meet the tests imposed by the Civil Aeronautics Act."

"The losses and bankruptcies of the past should not be projected into the future merely because the Board was induced to adopt an exemption regulation from the requirements of the Civil Aeronautics Act because the exemption regulation was such that the applicants were free to discontinue their operations at any time and some of them did so. They were also put on notice by the terms of the regulation that their exemptions were subject to suspension at any time. Hundreds of other applicants, some successful and some not, have proceeded according to the law and the present applicants should not be entitled to special consideration or sympathy because they did not do so and now find themselves unable to prove public convenience and necessity."

REA reports that air express shipments last year went over the four-million mark for the first time since it started its Air Express Division in 1927. This in spite of increased competition.

The estimated 4,038,379 shipments handled during 1948 represented a gain of 5½ percent over 1947. Weight—71,501,123 pounds—was an estimated four percent above the 1947 total. Gross revenue of \$18,200,000 also chalked up a four percent gain. Figures available at this writing showed the average weight of air express shipments to have been 17.7 pounds, as against 17.8 pounds the year before; average charge, \$4.52, as compared with \$4.67; average haul, 82½ miles, against 854. Shipments handled in combination air-rail service was approximately 20 percent of all air express.

The year 1948 proved a banner year for American Airlines' cargo services, with air freight and air mail totals at a record high. AA flew 36,939,000 ton-miles of cargo during 1948, compared with 24,878,000 ton-miles in 1947. Air freight leaped 82.4 percent for the year—23,205,000 ton-miles against 12,721,000 ton-miles. The air mail high mark of 3,204,000 ton-miles was 17 percent better than the 1947 total of 7,013,000 ton-miles. Air express also gained 7½ percent, from 5,144,000 ton-miles to 5,530,

000 ton-miles. Said Walter Sternberg, assistant vice president:

"Air freight is the fastest growing branch of air transportation. Its utility has already made significant changes in the distribution pattern of some industries, and its growth is directly attributable to the money savings it offers shippers."

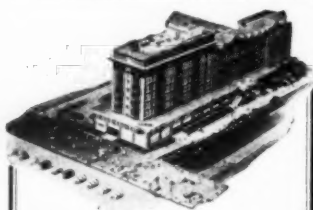
Schedules of China National Aviation Corporation are not dependable these days, what with the current situation in that embattled country. Pan Am, which connects with CNAC, urges that arrangements be made "upon arrival at Shanghai, Hong-kong, and Calcutta."

Sabena recently inaugurated first all-cargo service between Brussels and Leopoldville. This special service is in addition to the Belgian line's daily passenger service between the two points. Cargo planes are both DC-3s and DC-4s. The freight business has grown so rapidly that it has outgrown the regular passenger-cargo DC-4s and DC-6s.

Willis G. Lipscomb, vice president-traffic and sales of Pan American World Airways, last month told a group of top sales officials of the company that cargo sales for 1948 went over the top to the tune of \$10,237,000. Outbound cargo went up from 20,345,000 pounds in 1947 to 26,327,000 pounds in 1948, which is a gain of better than 30 percent. Lipscomb was frank in saying that he expected even greater gains in 1949.

The Post Office Department is warning shippers of air parcel post packages to foreign countries that in many cases the parcels are not properly prepared for mailing. It is necessary that such parcels be prepared in all respects the same as surface parcels for the country of destination concerned. They must bear the same number of customs declarations and other forms, and must be sealed if so specified. In addition, the blue *Par Avion* label must be affixed to the addressed side of the package, and to the dispatch note if the country of destination requires such.

Philippine Air Lines recently concluded what is claimed to have been the greatest single shipment of streptomycin ever made by air. The drug, purchased from the Merck Drug Company, Rahway, New Jersey, by the Philippine Purchasing Agency, was flown from San Francisco to Manila. These drug cargoes were flown on PAL's two regular weekly DC-6 flights and its all-cargo flights. Average load hauled (Concluded on Page 24)



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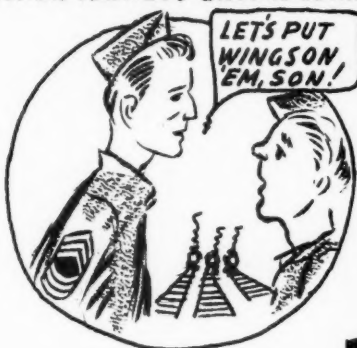
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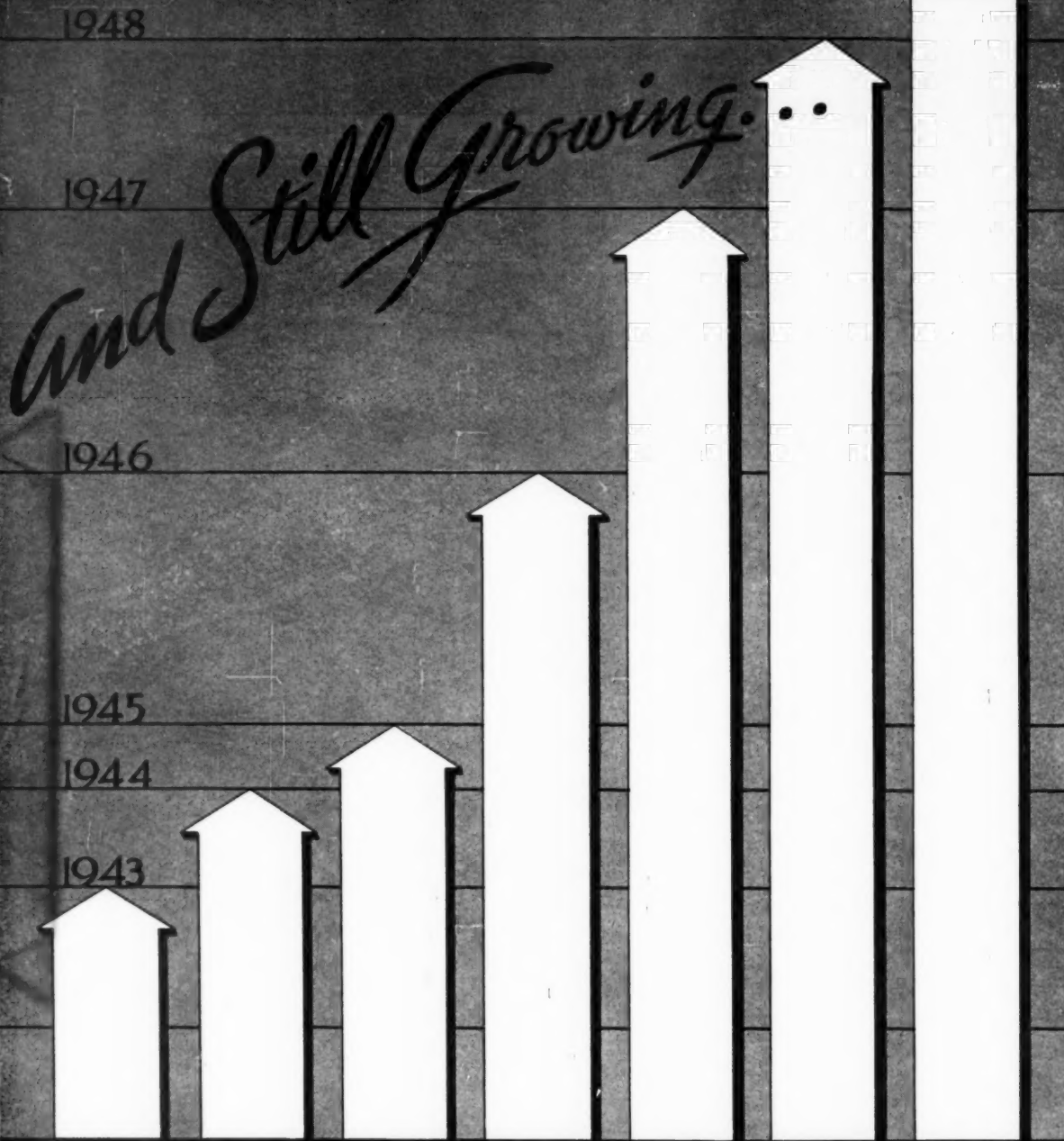
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AIR COMMERCE

(Continued from Page 30)

by the DC-6s was 5,000 pounds per flight, while all-cargo flights averaged from 8,000 to 10,000 pounds.

A large number of commodities being shipped from California to the Middle West and East have been given a boost by a new air freight tariff put into effect by United Air Lines. According to Harold Crary, vice president-traffic and sales, the new rates average about 16 cents a ton-mile, which are about 20 percent under the present general commodity rate. Naturally, volume shipments are favored with even lower rates. It is expected that additional Eastbound air freight will be attracted and the heavier East-to-West flow will, in some measure, be corrected.

BOAC now carries shipments of newspapers, periodicals and magazines between New York and Bermuda at the rate of seven cents per pound. Minimum weight is 50 pounds. The British airline recently reduced its rates to Amsterdam and Kisumu and increased those to Lisbon (See International Cargo Tables in this issue).

While mail poundage carried by Scandinavian Airlines System increased 76 percent (61,582 pounds) in December, air cargo showed a decline of four percent with 33,918 pounds. SAS operated 43 flights in December, 1948, as compared with 56 in December, 1947.

Record highs in its air freight and air express business is revealed by Mid-Con-

tinental Airlines. Estimated freight ton-miles flown by MCA in 1948 totaled 275,223, a gain of 143 percent over the previous year. Express ton mileage of 191,000 represented an increase of 25.33 percent over 1947.

According to Peruvian International Airways, pharmaceuticals headed its export list during the past year, with penicillin, duracillin, and streptomycin as leaders. PIA's air cargo department estimates that pharmaceuticals comprised 40 percent of the air freight carried between New York, Washington, Havana, Panama, Lima and Santiago. Fabrics—principally women's rayon ready-to-wear—formed more than 35 percent of the cargoes.

Victory!

At prestime it was reported from Chicago that the Federal Circuit Court of Appeals had vacated its order staying the entry of freight forwarders in domestic air transportation. (See December, 1948 AT.)

The stay had been issued on the petition of 15 certificated airlines who were seeking reversal of the Civil Aeronautics Board order issued last September which authorized air freight forwarder operations. In vacating this stay, the court also granted Acme Air Express permission to intervene in the airlines' earlier petition for the review of the CAB order. It is understood that hearings on the petition will be held in April.

TWA 1st, Aeroflot 2nd

Trans World Airline is the world's largest airline in terms of miles flown, according to a study made by the Civil Aero-

nautics Board. The line flew 1,421,477 scheduled miles weekly during the base period used for the CAB compilation.

The Russian air transport company, Aeroflot, which flew 1,327,476 scheduled miles weekly during the same period, was ranked second. Previously Soviet figures have not been available for CAB reports.

During 1948 all United States air carriers flew 6,946,000 scheduled domestic miles weekly and 2,030,000 miles internationally, a total of 8,976,000 miles. This was 40 percent of the world mileage on domestic routes and 12 percent on international routes—a total of 52 percent of the world's air mileage.

Basra Served by Pan Am

Pan American World Airways has inaugurated scheduled air service between New York and Basra, Iraq. An important oil producing and refining center, it is 6,565 miles and 26½ hours by air from New York. Clippers land at Magdil Field, an up-to-date airport built by the British and modernized during the war by the United States Air Forces.

Braniff La Paz Service

Air shippers may now route their cargoes to La Paz, Bolivia, via Braniff International Airways which has inaugurated service to that point. The new route is an extension of the airline's present international DC-6 service to Lima via Cuba, Panama and Ecuador.

DC-3s connect Lima and La Paz. There are two round trips each week between the two capital cities—Saturdays and Mondays to La Paz, and Sundays and Wednesdays on the return.

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BALTIC AIR FREIGHT EXCHANGE HITS ITS STRIDE

(Continued from Page 13)

year. Tonnages of Camembert cheese have been arriving from France.

Exporting by air has not followed any seasonal trends. Throughout the year heavy freight aircraft have been making periodic flights to the oilfields in the Middle East with oil drilling equipment and general machinery. The main destinations have been Kirkuk and Kuwait, although other places in this area have also been served. In the early part of the year there was also steady activity in the flying of ships' propeller shafts. These propeller shafts weighed on an average 5-6½ tons, and were carried by *Halifax* planes. Owing to their length it was impossible to stow them, and they were slung underneath the aircraft on specially constructed beams. This kind of carriage was pioneered by one of the largest *Halifax* owners last year, and the experiment has made it possible to move exceptionally heavy and bulky items which previously had been turned down by aircraft owners. The propeller shafts were flown from British shipyards, and the destinations varied from ports as near as Deauville to places as far distant as Singapore. They were all for delivery to disabled British ships.

Other items of ships' machinery, replacement for ships' engines, etc., have been flying steadily from Britain to British vessels in all parts of the world. On one occasion a *Dakota* flew three tons of spare parts for a ship to Sydney at the exceptionally low rate of £4,600. Most of the flights have been made to the Far East, but on one occasion a crankshaft was flown to Santos. The flying of replacement parts to disabled vessels represents a huge saving of money to the shipowner, as the parts are delivered in a few days, and the vessel does not have to pay port dues, and demurrage, for long periods, or to face the possibilities of loss of future charters.

Cargoes of general goods have been flown to almost every part of the world. These export cargoes are of necessity spasmodic, but there was great activity during the Summer and again during the late Autumn when *Dakotas* were heavily employed flying such cargoes as radio sets, finished textiles, electrical equipment, machine tools, general machinery parts and even soap.

It is now possible to see definite markets emerging for freight aircraft. Imports are mainly foodstuffs—mostly fruit—with a small percentage of luxury foods and cheap textiles of Continental manufacture. By reason of the fact that most of the imports are perishable, they follow certain seasons, i.e. Winter, late Spring, early Summer and late Autumn. Most of these flights are from Europe.

Other imports are, of course, carried from all parts of the world, but so far seasonal traffic has represented the largest proportion of flying.

The pressure of enquiries outwards normally remains at a steady level throughout the year. It is more advantageous to export cargoes to European destinations during the seasonal import trends, as the freight rates are very low because return cargoes can be found for the aircraft. For instance, during the Spanish fruit season in the Autumn, large quantities of penicillin were flown to Madrid at half charter rates (see *Global Ticker*, December, 1948, AT). If manufacturers can be encouraged to fly out more of their goods to European destinations during these seasons, the consequent reduction of freight rates will be of immense benefit both to the British exporter and the importer of the fruit cargoes.

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Many unusual enquiries have been received and efforts have been made to fix aircraft for them. Charterers have wanted to fly glass from Rheims, toffee to Los Angeles, electric irons to India and breeding cattle to South America. The fact that these kinds of enquiries are being received in large volumes seems to denote that the interest of manufacturers has been awakened in the possibilities of air transport.

The flying of cattle and livestock is a highly specialized business, and many flights have been made with pigs to Budapest, and pigs and calves to Nairobi. *Dakota* and *Bristol Freighter* aircraft are ideal for these transports.

This year marks the end of the first year's operation of the Air Section of the Baltic Exchange. The existence of this world air freight market has attracted a great deal of business to London, and a very large proportion of the fixtures concluded on the Exchange are between foreign operators and foreign charterers. This has brought a great deal of valuable currency in commis-

sions to broker members of the Baltic. Since the inception of the Baltic Exchange system, many return cargoes have been found for the planes by the brokers working on the Exchange, and the system is worked to the benefit of the charter industry as a whole. A very large proportion of the fixtures made during the year have been concluded on the Exchange, and potential charterers are beginning to realize the advantages of appointing their own brokers to take care of all their air shipments. The Baltic Exchange also has in hand the task of preparing standard documents for the air charter business, and a charter party and consignment note are already in preparation.

An Air Freight Exchange was also opened in Paris, and its activities are similar to those of the Baltic in London. The Paris Exchange has met with a considerable measure of success, although most of its business has been between France and French North Africa. French aircraft have been extremely busy during the year. Owing

to dock strikes at Marseilles most of their freighters were continuously employed in shuttling cargoes across the Mediterranean. The Paris Exchange is obtaining a very large share of all this business. There is a close liaison between Paris and London, and very often enquiries are worked simultaneously on both the Exchanges.

In the new year air freight exchanges are to be opened in Brussels, Antwerp, and New York. The formation of exchanges in various parts of the world should bring great benefits to the air charter business, and should make it very much simpler to find the right kind of return cargoes for planes of all nationalities.

Great optimism is felt for the new year, and if business develops at the same rate as it has during the present year, air charter should be very firmly established by the end of 1949.

THE END

ONE SET OF STANDARDS

(Continued from Page 15)

that they can have reciprocal approvals and/or one set of design requirements.

The Boeing Airplane Company recently submitted a proposal for such action to John R. Allison, Assistant Secretary of Commerce for Air; D. W. Rentzel, civil aeronautics administrator; and Major General K. B. Wolfe, procurement and industrial mobilization planning officer of the Air Materiel Command.

The Boeing company looks upon the present situation as being uneconomical from the standpoint of the aviation industry and the public. The dual approval and dual sets of requirements are costing the taxpayers, air travelers and air cargo shippers millions of dollars.

It is to be expected, of course, that whenever one talks of changing Civil Air Regulations and the administration of same, the thought of lowering safety standards arises. But if we talk of lowering the safety standards by having the CAA certify an AF-approved transport, we imply that the AF is buy-

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By

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ing unsafe aircraft. Such is not the case.

Let's take the C-97A *Stratofreighter* as an example, again. The Ninety-seven is designed to carry 89 severely wounded litter cases from faraway corners of the earth. The fact that the plane is selected for use on such missions indicates the high regard the Air Force has for the design from a safety standpoint. Yet, under the present situation that airplane would not be certified to carry healthy persons for hire, or for that matter, even cargo. This does not make good sense!

The records show that the CAA and the Civil Aeronautics Board have in the past given restricted types of approval to certain military planes. Following

some cargo carriers will be able to obtain new equipment. There are many operators in existence today who are using obsolete equipment by necessity. They cannot afford to underwrite the development of new commercial aircraft.

And unless the Boeing proposal for joint certification by CAA and the AF of transports is approved it is doubtful if there will be any large transports, passenger or cargo, developed in the future. No one can afford to pay the price of developing commercially and financing these planes. The cost of development plus the terrific expense of having the plane approved is far too

great to be carried by either manufacturer or airline.

Should the CAA agree to certify Air Force-approved cargo carriers, Boeing feels that it will eventually agree to accept Air Force-approved personnel transports, without having the manufacturer completely modify the plane.

Today, in fact, Boeing has such a military personnel transport in the Air Force's YC-97B. This plane is virtually a *Stratocruiser*, yet it is built according to military standards and can not be certified by the CAA.

While the CAA can not approve the plane for passenger and freight-carrying work, the Air Force will use it on

Twenty-three Boeing *Stratofreighters*, each with a payload of 20 tons, will replace the present fleet of Douglas *Skymasters* on the Berlin airlift. Payload of the Douglas cargo-planes is 10 tons.

This announcement was made by W. Stuart Symington, Secretary of the Air Force, who stated that it will be some time before the expanded airlift can be operated. For the present time the Air Force is operating only three *Stratofreighters*. The current Berlin airlift is operated by 365 planes, of which 225 are American and 140 British.

When the giant Boeing cargo-planes go into operation in Germany it is expected that the cargo volume flown to Berlin will be raised to 8,000 tons a day.

the war they found it expedient and necessary to establish Civil Air Regulations, Part 9, which provided for civil operation of surplus military aircraft. However, such ships were restricted to non-commercial use in order to avoid competition resulting from the use of very low-cost equipment.

Today the competitive aspect can be eliminated by permitting certification of newly manufactured military-type airplanes, which would be sold by the manufacturer directly to the operator. The commercial carrier would then be paying the market price, yet one he could afford.

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important flights. Perhaps this plane will carry some of the nation's or even the world's most important people. Why, then, couldn't such a plane be used on commercial airlines? Such approval would save the AF, airlines, the passengers, and the aircraft industry countless dollars.

I hope it is clear to the reader that Boeing has no desire of lowering the safety standards of its airplanes nor of the airlines. The company always has been a leader in pioneering new methods of improving safety.

We feel that the future of air freight and air travel depend largely on the safety and economy of the airliner. However, the future also depends on

an economical and practical program that does not work unnecessary hardships on development. **THE END**

REGULATION AS A TOOL

(Continued from Page 17)

positive contribution of the Rate Investigation has been to shift the area of the rate struggle to a definite level.

Until other more basic issues had become settled, particularly that of certification of the freight carriers, the Board could have assured the charging of compensatory rates by prescribing a temporary rate structure yielding a return in excess of costs to the most efficient carriers. Perhaps the simplest

approach would have been the temporary adoption of a composite of the rate structures of the most efficient carriers. This would have included a series of thoroughly-ried volume breaks (perhaps only remotely related to cost difference between large and small shipments), premium commodity rates in instances where the traffic can stand higher rates, and lower specific rates where the back-haul problem is serious.

This interim approach to the rate problem actually would have provided carriers with greater flexibility to experiment with additional weight, distance and commodity variations than is currently the case. A higher rate level with a tariff structure containing a number of volume breaks and several specific commodity tariffs yielding high rates might produce the revenue necessary to permit lower experimental and promotional rates, which the present tendency toward going to the minimum on all rates will not allow. This approach to rate-making would also make more possible the general lowering of rates as costs decline, whereas the minimum rates prescribed by the Board eventually will have to be raised under present circumstances if they are to be compensatory.

Indeed, the Board could further increase the area of experimental activity even now by disapproving until after investigation and decision the rate con-

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ference agreement between the grandfather carriers, which was temporarily approved prior to argument. The Air Freight Tariff Agreement Investigation, *supra*, is intimately related to the other investigations we have discussed. In the absence of a change of position by the Board the grandfather carriers can employ the mechanism created by the agreement to block, if they so choose, the development of the freight carriers. Because of the difficult problems, and the burden of proof placed upon the Board's staff by the temporary approval, airline counsel may well be able to extend the proceeding until after economic forces and other Board decisions lead to some resolution of the struggle for the control of the air freight industry.

The basis for the temporary approval, which came about before three of the present Board members took office, evidently ignored the possibility that rate conferences could be employed by the grandfather carriers in the struggle for the freight industry. The order of approval apparently was based on the assumption that Agreement CAB No. 698 was not, on its face, adverse to the public interest. In view of the long history of techniques designed to circumvent and evade the Sherman Act it is surprising that such a far-reaching decision could be reached after considering the merits of the case for only two weeks. There would appear to be some policy oscillation between taking but limited action in the Rate Investigation in order to permit competitive pressures to develop the industry, and approving the rate agreement which is likely to work in the opposite direction, as was pointed out in Member Josh Lee's dissent. While the Board's order approving the agreement contained the condition that any carrier holding a certificate must be permitted to become a party to the agreement—thus theoretically making provision for subsequent adherence by any freight carrier receiving a certificate—such a condition was somewhat academic as far as freight

carriers are concerned, since it might be used to help accomplish the elimination of a large number of such carriers prior to the time of their certification.

Concluded Next Issue

AIRBORNE SEAFOODS

(Continued from Page 10)

of 100, although annual catch of only a few thousand pounds over a wide area may prove unattractive to air freighters. Whitefish, on the other hand, rated at 75, totals 4,431,000 pounds of annual production and should be attractive air cargo.

In the salt water category of fin fish, the seven species rated excellent gross

30,957,000 pounds annually. In the fresh water division, the eight species earning top ratings gross 25,513,000 pounds annually, while the top-rate shellfish are produced at the rate of 376,586,000 pounds per year. Total annual production of seafood judged excellent or highly amenable to air shipment is 433,060,000 pounds. This volume represents about 25 percent of the estimated total of fresh fish which annually goes to market.

There is considerable seasonal variation in the catch of some species, a factor which must be weighed in the planning of any air transport operation.

Exports and imports of fresh fish, which in 1941 amounted to 215 and

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305 million pounds, respectively, suggest further possibilities for air cargo activity, as most of the external commerce in fresh fish is with the neighboring countries and possessions.

A research program such as this in the field of transportation is more convincing if experimental shipments are made in order to test the validity of the predictions propounded. As a result, 65 air shipments were made from the eight major fish producing areas to Detroit. The results were enlightening and encouraging.

These shipments revealed clearly the need not only of speed in the marketing of seafood, but also emphasized the critical importance of constant temperature control and the elimination of useless weight—a factor to contend with in the successful operation of aircraft. A combination of temperature control, reduced weight and high speed was achieved through the development of a new type of packaging for airborne seafood.

Under prevailing methods of shipping fish by rail or truck, fish are packed with chipped ice in wooden boxes. As the ice melts, water laden with protein matter and other food values seeps away. This seepage not only adversely affects the quality of the fish, but is highly corrosive to the vehicles in which it takes place. Since the container developed and used in the experimental shipments is externally dry this waste is overcome. A moisture proof insulated container unit makes possible a 40 percent saving in gross weight as compared to the conventional shipments

made in wooden boxes with cracked ice as a refrigerant.

The method of packaging the seafood for these experimental shipments (and now used in commercial operations) was to precool the contents of the container to just above the freezing point before shipping. It was found that the average temperature rise in transit was at the rate of .6 degree per hour. Even on the longest flights from Alaska, Seattle and the Gulf, fish arrived in excellent condition. Fish shipped by air thus packaged were served to a critical consumer panel and to the public in dining places and invariably adjudged of the highest quality.

The shipments ranged from shrimp, oysters and lobsters to rainbow trout and Alaskan salmon. This insulated container was found suited to the shipment of whole fish, fillets and shucked shellfish.

Costs of shipping fresh seafood by air are by no means discouraging, particularly when it is borne in mind that airborne fish, if fresh at shipping point, will be of top quality upon arrival at their destination and will therefore bring top market prices.

Airborne costs per net pound of seafood from Norfolk to Detroit including packaging is 6.4 cents—predicated on the air cargo rate now being offered by air transport operators. Via railway express, a mode of transportation commonly employed for the shipment of fresh fish, the cost per net pound is 6.9 cents—or .5 of a cent less by air freight. From other representative origins studied, shipping costs are slightly lower for

rail express. From Boston costs of shipping seafood are 1.6 cents less per net pound; from Jacksonville 4.5 cents less; from New Orleans 1.9 cents less; from San Francisco 4.2 cents less; and from Seattle to Detroit 3.7 cents less per pound by rail express.

As previously noted, consumers surveyed in three representative Midwest cities expressed a willingness to pay considerably more than these indicated price increases in order to obtain strictly fresh fish of assured quality. Reflected in restaurant prices, where the average fish serving is less than half a pound, the price increase of one or two cents per serving is far less than consumers show a disposition to pay.

The shipping costs given here include the expenses of packaging, which for the conventional wooden-box-and-ice method runs to 1.25 cents per net pound of fish and for the iceless insulated pack comes to 1.5 cents per pound, or an additional packaging cost for the airborne product of only one-quarter of a cent per pound.

Fourteen of the 65 experimental shipments were studied in detail to obtain a cross-section of actual shipping data. An average of 37 hours is found to have elapsed between the time of catching and the time of shipping, while an additional 19 hours on the average was spent in transit to Detroit, including truck pick-up and delivery. Thus it is seen that the fish, on the average, were only 56 hours out of the water at the time they reached Detroit distributors.

It is believed that even this encouraging time factor can be improved upon as shipments of airborne fish become a regular practice and air-ground transport becomes more closely integrated and as the speed of transport aircraft increases with the introduction of more advanced models.

Consumer acceptance of sample airborne shipments was enthusiastic, and bodes well for expanding operations of this nature, both from the viewpoint of a satisfied consumer and from that of the profit-minded producer and shipper.

If whole consumer areas of the interior can be brought within fresh-fish range of the major salt water fish producing centers via the air transport highway, then it may be assumed that many species now unfamiliar to consumers will come into popular demand.

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development of airborne fish, this report contains an estimate of the potential ton-miles of seafood cargo which reasonably may be expected to materialize.

Few figures are available relating to existing gross traffic in fresh fish. But using the information at hand and applying to it a formula carefully evolved an estimate of 517 million actual ton-miles annually for the United States as a whole is arrived at, broken down into 402 million ton-miles for the urban and 115 million for the rural trade.

Obviously, not all of the gross traffic in fresh fish will become available to air transport. Short distances are best suited to truck haulage, and for this reason air distances of less than 200 miles are not regarded as within the province of aircraft utilization.

Using the excellent, good, and fair air cargo propensity indices as a yardstick, it appears that more than 173 million ton-miles of top propensity fish in due time may be expected to go by air, of which 137 million ton-miles or 80 percent will go to urban areas—now most expeditiously served by air transport.

It is further estimated that some of the 231 million ton-miles of good propensity fish may become available for air transportation, as well as some of the 443 million ton-miles of fair propensity seafood. For the initial period of air traffic development it may be that only upwards of 173 million ton-miles of peak propensity product will enter the picture. This constitutes 20 percent of the optimum gross traffic and sets up a modest goal at which to aim.

A rough translation of the 173 million ton-miles of traffic into actual flight operations has been worked out, using 1,140 miles as the average haul of airborne fish and eight tons as the cargo load for a DC-4—a standard commercial aircraft in use today. It is estimated that top propensity potential fish traffic would amount to 18,985 planeloads annually, or an average of 52 flights daily.

Concluded Next Issue

Air Cargo Insurance



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International Cargo Rates (including U. S. possessions and territories)

Air cargo rates quoted are based on prevailing tariffs, airport to airport (see note).

Shippers are warned, however, that these rates are subject to change.

All international rates are quoted on an airport-to-airport service, with the pickup and delivery charges wholly apart.

International carriers whose schedules and rates are included here are indicated by the letter following the airport symbol (see below).

AIRPORT SYMBOLS

EDF—Anchorage	LAX—Los Angeles
BUJ—Beaumont, Tex.	MEM—Memphis
BGR—Bangor, Me.	MEX—Mexico City
BOS—Boston	MIA—Miami
BRO—Brownsville, Tex.	MKE—Milwaukee
BTU—Burlington, Vt.	MPS—Minneapolis-St. Paul
CHI—Chicago	UL—Montreal
CLE—Cleveland	MSY—New Orleans
CRP—Corpus Christi, Tex.	LGA—New York (La Guardia)
CTS—Cut Bank, Mont.	IDL—New York (Idlewild)
DAL—Dallas	EWK—Newark
YIP—Detroit	NLD—Nuevo Laredo, Mex.
DLH—Duluth	OAK—Oakland, Calif.
ELD—El Dorado, Ark.	PUK—Paducah, Ky.
ELP—El Paso	PIA—Peoria, Ill.
EVV—Evansville, Ind.	PHL—Philadelphia
FWA—Fort Wayne, Ind.	PIT—Pittsburgh
FTW—Fort Worth	PDX—Portland, Ore.
GFK—Grand Forks, N. D.	QY—Sydney, N. S.
GRW—Greenwood, Miss.	STL—St. Louis
HFD—Hartford	SAT—San Antonio
HAV—Havana	SFO—San Francisco
HOT—Hot Springs, Ark.	SEA—Seattle
HOU—Houston	SHV—Shreveport, La.
HJR—Honolulu	SGF—Springfield, Mo.
IND—Indianapolis	TPA—Tampa
JAN—Jackson, Miss.	HUF—Terre Haute, Ind.
MKC—Kansas City, Mo.	TOL—Toledo, Ohio
LRD—Laredo	VR—New York, B. C.
LIT—Little Rock, Ark.	DCA—Washington, D. C.

AIRLINE SYMBOLS

A—American Airlines
AF—Air France
AO—American Overseas
B—Braniff International Airways
BC—British Commonwealth Pacific Airlines
BO—British Overseas Airways Corp.
C—Colonial Airlines
CS—Chicago & Southern Air Lines
EA—Expreso Aereo Interamericano
K—KLM Royal Dutch Airlines
N—National Airlines
NE—Northeast Airlines
NW—Northwest Airlines
P—Pan American World Airways and affiliates
PH—Philippine Air Lines
PI—Peruvian International Airways
S—Sabena
SI—Skyways International
SW—Sealand & Western
SS—Scandinavian Airlines System
T—Trans-Canada Air Lines
TA—TACA Airways
TC—Trans-Caribbean Air Line
TR—Transocean Air Lines
TW—Trans World Airline
U—United Air Lines
W—Western Air Lines

NOTE: Per pound rate is based on the average package weighing 25 lbs. Valuation rates are due only if consignments are shipped with declared value.

COMMODITY RATES: Apply to airlines.

AO: Valuation charge is applicable only on shipments with a valuation of over \$7.71 per pound. Minimum charge is \$6 for 2 kilos (4.4 lbs.).

K: Valuation charge is only on shipments with a declared valuation in excess of \$7.71 per lb.

P: Valuation charge is only on shipments with a declared valuation in excess of \$7.71 per lb.

SW: Special rates for shipments of 1,000-4,999 lbs. and 5,000-9,999 lbs.

T: More economical rates are offered for bulk cargo. There is a basic rate for cargoes 25 pounds and less, between 25 pounds and 100 pounds, and over 100 pounds. Consult the airline direct.

TA: No valuation charge for shipments under \$5,000 valuation. TACA has a special rate for shipments over 500 lbs. TC: Cheaper "deferred" rate available. Contact airline direct.

* The involves onward carriage by another airline.

* TCA Airway rate of 25 lbs. or less.

RATES

(See Note)

Destination	Airport and Airline	Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart
Antofagasta, Chile	MIA P	1.19	.86	.15	Dly
"	MSY P	1.19	.86	.15	Dly
"	HOU P	1.25	1.01	.15	Dly
"	BRO P	1.25	1.01	.15	Dly
"	CRP P	1.38	1.04	.15	Dly
"	NLD P	1.36	.15	.15	Dly
"	LAX P	1.51	1.13	.15	Dly
"	DCA PI	1.29	.93	.20	T.W.F.Sa
"	IDL PI	1.31	.97	.20	T.W.F.Sa
"	LGA SI	1.29	.96	.20	Frequently
"	MIA SI	1.19	.86	.20	Frequently
Antwerp, Belgium	LGA AO*	1.12	.85	.15	Dly
"	IDL S*	1.12	.82	.15	Th
Any Destination in Colombia other than those named herein	MIA P	.72	.40	.15	Dly
"	MSY P	1.18	.85	.15	Dly
"	HOU P	1.28	.90	.15	Dly
"	BRO P	1.20	.85	.15	Dly
"	CRP P	1.23	.85	.15	Dly
"	NLD P	1.22	.85	.15	Dly
"	LAX P	1.49	.15	.15	Dly
Apai, T. Paupanga, Phil.	SFO PH	2.50	1.88	.20	W.Sa
"	PHX W*	2.60	1.90	.20	W.Sa
"	PDX W*	2.50	1.80	.20	W.Sa
"	SEC W*	2.50	1.80	.20	W.Sa
"	SFO PH	2.60	1.98	.20	W.Sa
"	MSY P	1.33	.85	.15	Dly
"	HJR PH	1.99	1.38	.20	W.Sa
"	LGA PH	2.83	2.15	.20	W.F.
"	LAX W*	2.60	1.90	.20	W.Sa
"	CRP P	1.60	1.20	.20	W.Sa
"	NLD P	1.63	.15	.15	Dly
"	LAX P	1.90	.15	.15	Dly
Araçaju, Brazil	LGA P	1.54	.15	.15	Dly
"	MIA P	1.26	.15	.15	Dly
"	MSY P	1.33	.85	.15	Dly
"	HOU P	1.68	.15	.15	Dly
"	BRO P	1.69	.15	.15	Dly
"	CRP P	1.63	.15	.15	Dly
"	NLD P	1.63	.15	.15	Dly
"	LAX P	1.90	.15	.15	Dly
Arcadio, Puerto Rico	EWK TC	.20	.20	.20	Frequently
Arequipa, Peru	MIA P	1.10	.85	.15	Dly
"	MSY P	1.27	.95	.15	Dly
"	HOU P	1.33	.99	.15	Dly
"	BRO P	1.28	.96	.15	Dly
"	CRP P	1.39	.98	.15	Dly
"	NLD P	1.26	.15	.15	Dly
"	LAX P	1.46	1.10	.15	Dly
"	MIA P	1.14	.85	.15	Dly
"	MSY P	1.33	.98	.15	Dly
"	HOU P	1.36	1.01	.15	Dly
"	BRO P	1.31	.98	.15	Dly
"	CRP P	1.34	1.00	.15	Dly
"	NLD P	1.28	.15	.15	Dly
"	LAX P	1.48	1.11	.15	Dly
"	MIA SI	1.14	.85	.20	Frequently
"	LGA SI	1.23	.94	.20	Frequently
Armenia, Colombia	MIA P	.65	.44	.15	Dly
"	MSY P	1.04	.15	.15	Dly
"	HOU P	1.15	.15	.15	Dly
"	BRO P	1.07	.15	.15	Dly
"	CRP P	1.10	.15	.15	Dly
"	NLD P	1.09	.15	.15	Dly
"	LAX P	1.34	.15	.15	Dly
"	BUJ CS	.51	.39	.15	T.T.Sa
"	CHI CS	.52	.41	.15	T.T.Sa
"	YIP CS	.53	.41	.15	T.T.Sa
"	ELP CS	.52	.40	.15	T.T.Sa
"	EVV CS	.51	.39	.15	T.T.Sa
"	FWA CS	.52	.41	.15	T.T.Sa
"	GRWCS	.50	.38	.15	T.T.Sa
"	HOT CS	.52	.40	.15	T.T.Sa
"	HOU CS	.51	.39	.15	T.T.Sa
"	IND CS	.52	.40	.15	T.T.Sa
"	JAN CS	.50	.38	.15	T.T.Sa
"	LIT CS	.52	.40	.15	T.T.Sa
"	MEMCS	.50	.38	.15	T.T.Sa
"	MSY CS	.49	.37	.15	T.T.Sa
"	PTK CS	.51	.39	.15	T.T.Sa
"	PIA CS	.53	.41	.15	T.T.Sa
"	STL CS	.52	.40	.15	T.T.Sa
"	SHV CS	.52	.40	.15	T.T.Sa
"	HUF CS	.53	.41	.15	T.T.Sa
"	TOL CS	.53	.41	.15	T.T.Sa
"	MIA K	.41	.29	.15	Su, T.T.Sa
Asmara, Ethiopia	LGA AO*	2.08	1.56	.15	Dly except W
"	LGA BO	1.98	1.65	.20	Dly except W
"	LGA P	1.77	.15	.15	Dly
"	MIA P	1.83	.15	.15	Dly
"	MSY P	1.75	.15	.15	Dly

INTERNATIONAL CARGO TABLES — Continued

Destination	Airport and Airline	RATES (See Note)			Depart	Destination	Airport and Airline	RATES (See Note)			Depart	Destination	Airport and Airline	RATES (See Note)			Depart
		Per 100 Lbs. (U.S. Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Per \$100 Value				Per 100 Lbs. (U.S. Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Per \$100 Value				Per 100 Lbs. (U.S. Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Per \$100 Value	
Amazons (cont'd)	HOU P 1.94	15				Bangkok (cont'd)	HFDT TR 2.34	2.00	25			Belgrade	LGA AO*	1.54	1.18	15	T.F.Sa
"	BRO P 1.96	15	Dly			"	OAK TR 2.21	1.92	20			"	IDL AF	1.54	1.16	20	
"	CRP P 1.89	15	Dly			"	IDL BO 2.46	2.20	20	Su,T,Th		"	BOS AF	1.51	1.13	20	
"	NLD P 1.89	15	Dly			"	LAX W*	2.40	2.20	15	Dly except Su	"	IDL S*	1.51	1.09		Th
"	LAX P 2.19	15	Dly			"	SEC W*	2.50	1.80	20		"	MSY TA	39	30		T,Th,Sa
"	EWRTC 1.70	1.50				"	PDX W*	2.50	1.80	20		"	MEX TA	39	30		
Athens, Greece	LGA AO*	1.66	1.29	15	T.F.Sa	"	SEC W*	2.50	1.80	20		"					
"	IDL SA	1.57	1.11		Su	"	EWRTC 2.30	1.90	25			"					
"	LGA SI	1.70	1.35	25	Frequently	"	IDL AF	2.05	1.54	20	Weekly	"					
"	LGA TR	1.20	1.30	15		"	BOS AF	2.02	1.52	20		"					
"	HFDT TR	1.20	1.03	20		"	MIA P	2.22	1.15	15	Dly	"					
"	IDL SW	1.28	1.03	20		"	LGA AO*	1.46	1.11	15	T.F.Sa	"					
"	LGA C*	1.55	1.11	30		"	IDL AF	1.30	1.08	20	Twice Wkly	"					
"	DCA C*	1.55	1.11	30		"	BOS AF	1.27	1.05	20	Twice Wkly	"					
"	IDL AF	1.57	1.11	20	Su,T,Th	"	IDL SA	1.41	1.06	15	Su	"					
"	BOS AF	1.54	1.09	20	Weekly	"	LGA P	1.30	1.08	15		"					
"	IDL K	1.57	1.11	15	W	"	BOS P	1.27	1.05	15		"					
"	IDL SS	1.57	1.11	20	W,F	"	MIA P	53	38	15	Dly	"					
"	LGA TR	1.57	1.11	20	Dly	"	MSY P	93	63	15	Dly	"					
"	DCA TW	1.59	1.14	20	M,Sa	"	HOU P	1.02	1.08	15	Dly	"					
"	CHI TW	1.63	1.18	20	Sa	"	BRO P	94	64	15	Dly	"					
"	PHL TW	1.58	1.13	20	M,Sa	"	NLD P	1.15	1.05	15	Dly	"					
"	BOS TW	1.54	1.09	20	W,F	"	CRP P	97	65	15	Dly	"					
"	YIP TW	1.61	1.16	20	Sa	"	LAX P	1.36	1.15	15	Dly	"					
"	EWRTC 1.00	85	25			"	LGA C*	75	52	30		"					
"	IDL S	1.57	1.11	Th		"	DCA C*	75	52	30		"					
Auckland, N. Z.	LAX P	2.06	1.55	15	M	"						"					
"	SFO P	2.06	1.55	15	M	"	MIA P	60	41	15	Dly	"					
"	PDX P	2.06	1.55	15		"	MSY P	1.12	1.05	15	Dly	"					
"	SEC W*	2.06	1.55	15		"	LAX P	1.28	1.15	15	Dly	"					
"	LGA BO	3.73	2.80	20	Su,T,Th	"	BRO P	1.20	1.15	15	Dly	"					
"	SFO BO*	2.06	1.55	15		"	CRP P	1.23	1.15	15	Dly	"					
"	SFO BC	2.06	1.55	15	Alternate F	"	NLD P	1.23	1.15	15	Dly	"					
"	HJR BC	1.39	1.04		Alternate F	"	LAX P	1.49	1.15	15	Dly	"					
"	LAX BC	2.17	1.63		Alternate F	"						"					
Augusta, Italy	LGA AO*	1.45	1.15	15	Su,T,Th	"						"					
"	LGA BO	1.37	1.07	20	Dly except W	"						"					
Banail, Philippines	SFO PH	2.60	1.98	20	W,Sa	"						"					
"	HJR PH	2.60	1.98	20	W,Sa	"						"					
"	LGA PH	2.83	2.15	20	W,F	"						"					
"	LAX W*	2.60	1.90	20		"						"					
"	PDX W*	2.60	1.90	20		"						"					
"	SEC W*	2.60	1.90	20		"						"					
Basrah, Iraq	LGA AO*	1.94	1.46	15	Dly	"						"					
"	LGA SI	2.36	1.60	25	Frequently	"						"					
"	LGA C*	1.74	1.30	30		"						"					
"	DCA C*	1.74	1.30	30		"						"					
"	LGA RO	1.76	1.32	20	Su,T,Th	"						"					
"	IDL AF	1.76	1.30	20	Weekly	"						"					
"	BOS AF	1.73	1.29	20	Weekly	"						"					
"	IDL K	1.76	1.32	15	Dly	"						"					
"	IDL SS	1.76	1.32	20	W,F	"						"					
"	EWRTC 1.58	1.25			Frequently	"						"					
"	LAX P	1.76	1.32	15	Dly	"						"					
Batavia, Java	SFO PH	2.60	1.98	20	W,Sa	"						"					
"	HJR PH	1.89	1.36	20	W,Sa	"						"					
"	LGA PH	2.83	2.15	20	W,F	"						"					
"	LAX W*	2.60	1.90	20		"						"					
"	PDX W*	2.60	1.90	20		"						"					
"	SEC W*	2.60	1.90	20		"						"					
Batavia, Brazil (See Sao Salvador)						"						"					
Bahrain, Arabia	LGA SI	2.07	1.55	15	Dly	"						"					
"	LGA SI	2.40	1.63	25	Frequently	"						"					
"	DCA C*	2.00	1.50	30		"						"					
"	LGA C*	2.00	1.50	30		"						"					
Bahia, Canal Zone	LGA BO	1.91	1.43	20	Dly	"						"					
"	MIA P	39	29	15	Dly	"						"					
"	MSY P	47	37	15	Dly	"						"					
"	HOU P	50	39	15	Dly except W	"						"					
"	BRO P	50	39	15	Dly	"						"					
"	NLD P	66	47	15	Dly	"						"					
"	CRP P	50	39	15	Dly	"						"					
"	LAX P	83	63	15	Dly	"						"					
"	MIA SI	38	28	10	Frequently	"						"					
"	LGA SI	47	37	10	Frequently	"						"					
"	HOU B	50	39	10	M,W,F	"						"					
"	CHI B	51	41	20	M,W,F	"						"					
"	CRP B	50	39	10	M,W,F	"						"					
"	DAL B	51	40	10	M,W,F	"						"					
"	YIP B	51	41	20	M,W,F	"						"					
"	SEC W*	47	37	15	M,W,F	"						"					
Batavia, Philippines	SFO PH	2.60	1.98	20	W,Sa	"						"					
"	HJR PH	1.89	1.36	20	W,Sa	"						"					
"	LGA PH	2.83	2.15	20	W,F	"						"					
"	LAX W*	2.60	1.90	20		"						"					
"	PDX W*	2.60	1.90	20		"						"					
"	SEC W*	2.60	1.90	20		"						"					
Batavia, Java	LGA BO	1.91	1.43	20	Dly	"						"					
"	MIA P	39	29	15	Dly	"						"					
"	MSY P	47	37	15	Dly	"						"					
"	HOU P	50	39	15	Dly except W	"						"					
"	BRO P	50	39	15	Dly	"						"					
"	NLD P	66	47	15	Dly	"						"					
"	CRP P	50	39	15	Dly	"						"					
"	LAX P	83	63	15	Dly	"						"					
"	MIA SI	38	28	10	Frequently	"						"					
"	LGA SI	47	37	10	Frequently	"						"					
"	HOU B	50	39	10	M,W,F	"						"					
"	CHI B	51	41	20	M,W,F	"						"					
"	CRP B	50	39	10	M,W,F	"						"					
"	DAL B	51	40	10	M,W,F	"						"					
"	YIP B	51	41	20	M,W,F	"						"					
"	SEC W*	47	37	15	M,W,F	"						"					
Batavia, Philippines	SFO PH	2.60	1.98	20	W,Sa	"						"					
"	HJR PH	1.89	1.36	20	W,Sa	"						"					
"	LGA PH	2.83	2.15	20	W,F	"						"					
"	LAX W*	2.60	1.90	20		"						"					
"	PDX W*	2.60	1.90	20		"						"					
"	SEC W*	2.60	1.90	20		"						"					
Batavia, Java	LGA BO	1.91	1.43	20	Dly	"						"					
"	MIA P	39	29	15	Dly	"						"					
"	MSY P	47	37	15	Dly	"						"					
"	HOU P	50	39	15	Dly except W	"						"					
"	BRO P	50	39	15	Dly	"											

INTERNATIONAL CARGO TABLES — Continued

RATES (See Note)					RATES (See Note)					RATES (See Note)							
Destination	Airport and Airline	Per 100 Lbs.	Per 100 Lbs. (Over 100 Lbs.)	Per 100 Lbs. Value	Depart	Destination	Airport and Airline	Per 100 Lbs.	Per 100 Lbs. (Over 100 Lbs.)	Per 100 Lbs. Value	Depart	Destination	Airport and Airline	Per 100 Lbs.	Per 100 Lbs. (Over 100 Lbs.)	Per 100 Lbs. Value	Depart
Buenos Aires (cont'd)	NLD P	1.23		15		Calif. Colombia	MIA P	61	46	15	Dly	Cayo Mambi, Cuba	MIA P	22	16	15	Dly
Bucharest, Rumania	IGA AO*	1.60	1.25	15	T,F,Sa		MSY P	69	54	15	Dly	Cebu, Philippines	SFO PH	2.60	1.98	20	W,Sa
	IDL AF	1.60	1.20	20			HOU P	72	56	15	Dly		HJR PH	1.80	1.36	20	W,Sa
	BOS AF	1.57	1.18	20			BRO P	72	56	15	Dly		LGA PH	2.83	2.15	20	W,F
	IDL S*	1.58	1.14		Th		CRP P	72	56	15	Dly		LAX W*	2.60	1.90	20	
Budapest, Hungary	IGA AO*	1.45	1.11	15	T,F,Sa		NLD P	99	15				PDX W*	2.60	1.90	20	
	IDL AF	1.45	1.09	20			LAX P	1.05	80	15	Dly	Chetumal, Mexico	SEC W*	2.60	1.90	20	
	BOS AF	1.42	1.07	20			LGA SI	69	55	10	Frequently		MIA P	45		15	M,W,F
	IDL S*	1.42	1.02		Th	Camaguey, Cuba	MIA P	12	66	15	Dly		MSY P	45		15	M,W,F
Buenaventura, Col.	MIA P	68	46	15	T,Th	Campeche, Mexico	MIA P	39		15	Dly		HOU P	63		15	Su,T,Th
	MSY P	119	15	F			MSY P	35		15	Dly		BRO P	55		15	Su,T,Th
	HOU P	128		15	F		CRP P	47		15	Dly		CRP P	38		15	Su,T,Th
	BRO P	120		15	F		NLD P	52		15	Dly	Chilayo, Peru	LAX P	93		15	M,W,Sa
	CRP P	123		15	F		LAX P	1.63	18				MIA P	90	67	15	Dly
	NLD P	128		15				89		15	Dly		MSY P	98	75	15	Dly
	LAX P	152		15	Th	Campo Grande, Brazil	LGA P	1.75		15	T,F,Sa		HOU P	1.01	77	15	Dly
Buenos Aires, Argentina	MIA P	1.64	94	15	Twice Dly		MIA P	1.48		15	Su,W,Sa	Christiansaud, Norway	IGA AO*	1.32	1.00	15	T,F,Sa
	MSY P	1.56	99	15	Twice Dly		HOU P	1.61		15	M,Th,F		IDL K	1.19	83	15	Dly ex. Sa,Su
	LAX P	1.54	1.16	15	Dly		BRO P	1.68		15	M,Th,F	Chungking, China	CHI NW*	2.91	2.21	15	M,W,F
	HOU P	1.58	1.19	15	Dly		CRP P	1.63		15	M,Th,F		CLE NW*	2.94	2.21	15	Four Wkly
	BRO P	1.54	1.16	15	Dly	Cannaviera, Brazil	LAX P	2.15		15	Su,W,Th		YIP NW*	2.93	2.21	15	Four Wkly
	CRP P	1.56	1.17	15	Dly		MIA P	1.62		15	Th,Sa		LAX NW*	2.75	2.05	15	Four Wkly
	NLD P	1.68		15			MSY P	1.33		15	Sa		MKE NW*	2.91	2.21	15	Four Wkly
	LAX P	1.79	1.34	15	Dly		HOU P	1.77		15	Th		MPS NW*	2.89	2.16	15	Four Wkly
	LGA SI	1.84	83	20	Frequently		BRO P	1.69		15	Th		LGA NW*	2.98	2.22	15	Four Wkly
	MIA SI	1.45	89	20	Frequently		CRP P	1.72		15	Th		SFO NW*	2.75	2.05	15	Four Wkly
	EWRTC	1.70	1.30		Frequently	Cannes, France	LAX P	1.99		15	Sa		PIT NW*	2.95	2.22	15	Four Wkly
Bulacan, Bulacan, Phil	SFO PH	2.50	1.88	20	W,Sa		IDL AF	1.27	99	15	Dly	Cienega, Colombia	MIA P	47	35	15	Dly
	HJR PH	1.79	1.26	20	W,Sa		BOS AF	1.20	87	20	Dly		HOU P	65		15	Dly
	LGA PH	2.73	2.05	20	W,F	Canton Island	LAX P	1.36	1.02	15	Su,W,F		BRO P	1.08		15	Dly
	LAX W*	2.50	1.80	20			SFO P	1.36	1.02	15	Su,W,F		CRP P	1.08		15	Dly
	PDX W*	2.50	1.80	20			PDX P	1.36	1.02	15			NLD P	1.07		15	Dly
	SEC W*	2.50	1.80	20			SEC P	1.36	1.02	15		Cienfuegos, Cuba	LAX P	1.32		15	Dly
Bulawayo, S. Rhodesia	IDL S	2.66	2.01		Th		CHI NW*	2.66	1.92	15	Four Wkly	C. del Carmen, Mexico	MIA P	43		15	Dly
Buque, Bulacan, Phil	SFO PH	2.50	1.88	20	W,Sa		CLE NW*	2.69	1.96	15	Four Wkly		MSY P	41		15	Dly
	HJR PH	1.79	1.26	20	W,Sa		YIP NW*	2.68	1.96	15	Four Wkly		HOU P	42		15	Dly
	LGA PH	2.73	2.05	20	W,F		LAX NW*	2.60	1.89	15	Four Wkly		BRO P	44		15	Dly
	LAX W*	2.50	1.80	20			MKE NW*	2.66	1.92	15	Four Wkly		CRP P	47		15	Dly
	PDX W*	2.50	1.80	20			MPS NW*	2.64	1.91	15	Four Wkly		LAX P	53		15	Dly
	SEC W*	2.50	1.80	20			LGA NW*	2.73	1.97	15	Four Wkly	Ciudad Trujillo, D.R.	IGA P	44	39	15	Dly
Carayan, Philippines	SFO PH	2.50	1.98	20	W,Sa		PDX NW*	2.60	1.89	15	Four Wkly		MIA P	47	18	15	Dly
	HJR PH	1.80	1.36	20	W,Sa		PIT NW*	2.70	1.97	15	Four Wkly		MIA K	31	23	15	Th
	LGA PH	2.83	2.15	20	W,F		SEC NW*	2.50	1.80	15	Four Wkly		EWRTC	45	35		Frequently
	LAX W*	2.50	1.80	20			DCA NW*	2.50	1.80	15	Four Wkly	Ciudad Victoria, Mexico	HOU P	28		10	Dly
	PDX W*	2.50	1.80	20			VR BC	1.47	1.10		Su,Alf,AH,Sa		BRO P	20		10	Dly
	SEC W*	2.50	1.80	20									CRP P	23		10	Dly
Catibon, Cuba	MIA P	15	11	15	Dly	Capetown, U. of S. Af.	LGA AO*	3.24	2.42	15	T,F,Sa		DAL R	30		10	Dly
Canta, Ribal, Phil	SFO PH	2.50	1.88	20	W,Sa		IDL S*	3.05	2.30		Th		FTW R	30		10	Dly
	HJR PH	1.79	1.26	20	W,Sa	Capiz, Philippines	SFO PH	2.60	1.98	20	W,Sa	Cochabamba, Bolivia	MIA P	1.19	89	15	M,W,Sa
	LGA PH	2.73	2.05	20	W,F		HJR PH	1.89	1.36	20	W,Sa		MSY P	1.20	86	15	Su,T,F
	LAX W*	2.50	1.80	20			LGA PH	2.83	2.15	20	W,F		HOU P	1.41	1.05	15	Su,T,F
	PDX W*	2.50	1.80	20			LAX W*	2.60	1.90	20			BRO P	1.36	1.02	15	Su,T,F
	SEC W*	2.50	1.80	20			SEC W*	2.60	1.90	20			CRP P	1.38	1.04	15	Su,T,F
Cairo, Egypt	IDL S	1.62	1.12		Th	Caracas, Venezuela	See Table						NLD P	1.36	1.02	15	Su,T,F
	IDL S*	1.62	1.12		Th	Caravelas, Brazil	See Table						LAX P	1.81	1.13	15	M,Th,Sa
	LGA TR	1.42	1.30	15			LGA P	1.64		15	Su,T,W,F,Sa	Colombia, Any Destination other than those named herein	MIA P	72	49	15	Dly
	HPD TR	1.42	1.30	15			MIA P	1.36		15	Su,T,W,F,Sa		MSY P	1.18		15	Dly
	IDL SW	1.46	1.16	20			MSY P	1.59		15	Su,M,W,F,Th		HOU P	1.28		15	Dly
	LGA C*	1.60	1.10	30			HOU P	1.81		15	Su,T,Th		BRO P	1.20		15	Dly
	DCA C*	1.60	1.10	30			BRO P	1.81		15	Su,T,Th		CRP P	1.23		15	Dly
	LGA C*	1.60	1.10	30			CRP P	1.76		15	Su,M,W,Th,F		NLD P	1.22		15	Dly
	DCA C*	1.60	1.10	30			NLD P	1.76		15	Su,T,Th		LAX P	1.22		15	Dly
	LGA C*	1.60	1.10	30			LAX P	2.03		15	Su,T,W,Th,Sa	Colombia, Ceylon	IGA AO*	2.39	1.79	15	Dly
	DCA C*	1.60	1.10	30									LGA BO	2.39	1.79	20	Su,T,Th
	LGA C*	1.60	1.10	30									MIA P	1.27	85	15	F
	DCA C*	1.60	1.10	30									MSY P	1.41	86	15	F
	LGA C*	1.60	1.10	30									HOU P	1.45	89	15	F
	DCA C*	1.60	1.10	30									BRO P	1.41	86	15	F
	LGA C*	1.60	1.10	30									CRP P	1.43	1.07	15	F
	DCA C*	1.60	1.10	30									NLD P	1.45	1.15	15	F
	LGA C*	1.60	1.10	30									LAX P	1.53	1.15	15	F
Canton, Philippines	SFO PH	2.60	1.98	20	W,Sa	Cartagena, Colombia	MIA P	47	32	15	Dly	Copenhagen, Denmark	LGA AO	1.23	86	15	Su,T
	HJR PH	1.80	1.36	20	W,Sa		MSY P	95	15	15	Dly		LGA SI	1.40	86	25	Frequently
	LGA PH	2.83	2.15	20	W,F		HOU P	1.13		15	Dly		IDL S	1.23	86	25	Th
	LAX W*	2.50	1.80	20			BRO P	1.05		15	Dly		LGA TR	1.00	75	124	
	PDX W*	2.50	1.80	20			CRP P	1.08		15	Dly		HPD TR	1.00	75	124	
	SEC W*	2.50	1.80	20			NLD P	1.07		15	Dly		LGA C*	1.20	86	30	
							LAX P	1.22		15	Dly		DCA C*	1.20	86	30	
													IGA BO	1.23	86	30	Su,T,Th
													IDL S*	1.23	86	30	Su,M,W,Sa
													IDL AF	1.23	86	30	Su,M,W,Sa
													BOS AF	1.23	86	30	Su,M,W,Sa
													IDL K	1.23	86	30	Su,M,W,Sa
													EWRTC	90	75	25	
													MIA P	1.48	1.11	15	Dly
													HOU P	1.52	1.14	15	Dly
													BRO P	1.49	1.12	15	Dly
													CRP P	1.50	1.13	15	Dly
Calcutta, India	SFO PH	2.31	1.98	15	T	Casablanca, Fr. Morocco	BOS AF	1.52	1.14	15	Dly						
	BOS P	2.28	1.95	15	T		LGA AO*	1.58	1.23	15	T,F,Sa						
	PDX P	2.25	2.44	15	T		IDL AF	1.55	1.16	20	Dly						
	SEC P	2.25	2.44	15	T		IDL S*	1.55	1.16	20	Dly						
	SFO P	2.25	2.44	15	T,F	Castel Benito, Libya	LGA AO*	1.52	1.14	15	Dly						
	P	2.25	2.44	15	T,F	Catancas, Honduras											
	IDL K	2.31	1.98	15	Dly except Su	Catania, Italy	LGA AO*	1.65	1.21	15	T,F,Sa						
	LGA BO	2.31	1.98	20	Su,T,Th	Cayenne, Fr. Guiana	LGA P	83	62	15	Dly						
	LGA C*	2.29	1.71	30			MIA P	78	65	15</							

INTERNATIONAL CARGO TABLES — Continued

RATES (See Note)					RATES (See Note)					RATES (See Note)				
Destination	Airport and Airline	Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Depart	Destination	Airport and Airline	Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Depart	Destination	Airport and Airline	Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Depart
Cordoba (cont'd)	NLD P	1.58	15		David, Panama	MIA P	45	33	Dly	Frankfort-on-Main, Germany	LGA P	1.20	87	15 Dly
	LAX P	1.65	124	Dly		MSV P	47	37	Dly		BOS P	1.17	85	15 Dly
Cordova, Alaska	SEC P	60	22	15 Dly		HOI P	50	39	Dly		LGA AO	1.20	87	15 Dly
Cora, Venezuela	LGA C*	68	50	30		BRO P	50	39	15 Dly		LGA SR	1.15	85	25 Frequently
	DCA C*	68	50	30		CRP P	50	39	15 Dly		LGA TR	92	77	124
	LAX P	70	15	Dly		NLD P	71	44	15 Dly		IDL SW	97	78	20
	MIA P	48	35	15 Dly		LAX P	77	50	15 Dly		LGA C*	1.18	87	30
	MSY P	84	53	15 Dly	Deauville, France	IDL S	1.22	88	Th		DCA C*	1.10	87	30
	BRO P	83	63	15 Dly	Del Monte, Philippines	SFO PH	2.60	1.98	20 W.Sa		LGA BO	1.20	87	30 Su,T,Th
	BRO P	83	63	15 Dly		HJR PH	1.80	1.36	20 W.Sa		IDL SS	1.46	1.00	20 W.F
	CRP P	88	60	15 Dly		LAX PH	2.83	2.15	20 W.F		BOS P	38	29	15 Dly
	NLD P	1.06	15	Dly		LAX W*	2.60	1.90	20 W.F		LGA P	38	29	15 Dly
	LAX P	1.30	15	Dly		PDX W*	2.60	1.90	20 W.F		IDL AF	38	29	15 Dly
Columba, Brazil	MIA P	1.48	15	M.F		SEC P	2.60	1.90	20 W.F		BOS TW	38	29	15 Dly except M
	MSY P	1.58	15	M.F	Delhi, India	LGA C*	2.39	1.79	15 Dly		LGA TW	40	31	10 M.Sa
	BRO P	1.50	15	M.F		LGA BO	2.20	1.83	20 Su,T,Th		PHL TW	30	30	10 M.Sa
	CRP P	1.50	15	M.F		LAX P	2.17	1.80	15 Dly		BOS TW	38	29	10 M.F
	NLD P	1.81	15	Dly		SEC P	3.45	2.59	15 Dly		YIP TW	42	33	10 Sa
	LAX P	1.69	15	Su,Th		LAX P	3.45	2.59	15 Dly		CHI TW	44	35	10 Sa
Cotacambur, Belgian Congo	IDL S	2.55	1.88	Th		PDX P	3.45	2.59	15 Dly		BOS TW	44	35	10 Sa
Cotabato, Philippines	SFO PH	2.60	1.98	20 W.Sa		IDL K	2.20	1.83	15 Th		CHI TW	44	35	10 Sa
	HJR PH	1.80	1.36	20 W.Sa	Dharan, Saudi Arabia	LGA SI	2.40	1.65	25 Frequently		LGA TW	44	35	10 Sa
	LGA PH	2.83	2.15	20 W.F		LGA TR	2.22	1.83	20 Dly		IDL AF	2.18	1.62	20 Th
	LAX W*	2.60	1.90	20 W.F		HFD TR	2.22	1.83	20 Dly		BOS AF	2.18	1.62	20 Th
	PDX W*	2.60	1.90	20 W.F		DCA C*	1.80	1.41	30 Dly		LGA AO	2.13	1.61	15 T.F.Sa
	SEC W*	2.60	1.90	20 W.F		LGA AO*	1.80	1.41	30 Dly		IDL S	1.10	88	Th
Cristobal, Canal Zone	MIA P	41	31	15 Dly		DCA AO*	2.08	1.58	35 Dly		LGA TR	92	77	124
	MSY P	40	30	15 Dly		LGA TW	1.91	1.43	20 Su,T,F		HFD TR	92	77	124
	HOI P	52	41	15 Dly		LAX W*	2.60	1.90	20 W.F		IDL SW	92	77	124
	BRO P	52	41	15 Dly		LAX W*	2.60	1.90	20 W.F		LGA BO	1.19	88	30 Su,T,Th
	CRP P	52	41	15 Dly		LAX W*	2.60	1.90	20 W.F		LGA C*	1.17	88	30
	NLD P	68	49	15 Dly	Diploip, Philippines	SFO PH	2.60	1.98	20 W.Sa		DCA C*	1.17	88	30
	LAX P	85	63	15 Dly		HJR PH	1.80	1.36	20 W.Sa		IDL SS	1.46	1.00	20 W.F
	MIA P	60	41	15 Dly		LGA PH	2.83	2.15	20 W.F		IDL AF	38	29	15 Dly
	MSY P	1.12	15	Dly		LAX W*	2.60	1.90	20 W.F		BOS P	38	29	15 Dly
	HOI P	1.28	15	Dly		LAX W*	2.60	1.90	20 W.F		BOS AF	1.16	86	20 Dly
	BRO P	1.20	15	Dly		PDX W*	2.60	1.90	20 W.F		IDL K	1.88	20	W.T,Th,Sa
	CRP P	1.23	15	Dly	Douala, Fr. W. Africa	IDL AF	2.52	1.80	20 Weekly		LGA TR	1.19	88	20 M.Sa
	NLD P	1.24	15	Dly		BOS AF	2.49	1.87	20 Weekly		BOS TW	1.16	86	20 W.T,Th
	LAX P	1.49	15	Dly	Dublin, Eire	LGA AO*	1.80	1.41	30 Dly		PHL TW	1.20	80	20 Su,T,W,F,Sa
	MIA P	78	58	15 Su,M,W,F		LGA TR	73	63	10 Dly		YIP TW	1.22	93	20 Sa
	MSY P	60	60	15 Su,T,Th,Sa		HFD TR	73	63	10 Dly		CHI TW	1.25	93	20 Sa
	HOI P	89	68	15 Su,T,Th,Sa		IDL AF	1.28	96	20 M,W,Th		EWRT C	1.60	70	25
	CRP P	89	68	15 Su,T,Th,Sa	Dumaguete, Philippines	SFO PH	2.60	1.98	20 W.Sa	Georgetown, British Guiana	LGA P	60	55	15 Dly
	NLD P	1.12	15	Dly		HJR PH	1.80	1.36	20 W.Sa		MIA P	66	47	15 Dly
	LAX P	1.22	92	15 M,W,F,Sa		LGA PH	2.83	2.15	20 W.F		MSY P	1.08	71	15 Dly
	LGA P	59	50	15 Dly		LAX W*	2.60	1.90	20 W.F		HOI P	1.17	70	15 Dly
	LAX P	42	31	15 Dly		PDX W*	2.60	1.90	20 W.F		BRO P	1.09	72	15 Dly
	HOI P	93	15	Dly		SEC W*	2.60	1.90	20 W.F		NLD P	1.24	15	Dly
	MSY P	1.02	88	15 Dly	East London, U. of So. Africa	IDL K	1.34	1.00	15 M,W,Th		CRP P	1.13	74	15 Dly
	BRO P	94	64	15 Dly	Edmonton, Alberta, Canada	SFO PH	2.60	1.98	20 W.Sa		LAX P	1.46	15	Dly
	CRP P	97	65	Dly		HJR PH	1.80	1.36	20 W.Sa		MIA K	66	47	15 Dly
	NLD P	1.10	79	Dly	Endhoven, Netherlands	LGA PH	2.83	2.15	20 W.F		LGA SI	65	46	10 Frequently
	LAX P	1.33	15	Dly		LAX W*	2.60	1.90	20 W.F		LGA SR	74	55	10 Frequently
	LAX K	42	31	Dly	El Adem, Libya	PDX W*	2.60	1.90	20 W.F		LGA AO	96	72	15 T.F
	EWRT C	65	50	Frequently		SEC W*	2.60	1.90	20 W.F		LGA TR	1.10	70	25 Frequently
Curitiba, Brazil	LGA P	1.68	15	Su,T,W	Elizabethville, Belgian Congo	LGA AO*	1.72	1.28	15 Dly		LGA C*	96	78	10
	MIA P	1.46	15	Su,T,W		LGA BO	1.52	1.14	20 Su,T,Th		LGA BO	96	72	20 W.T,Th
	MSY P	1.60	15	Dly except T	Enschede, Netherlands	LGA AO*	2.48	1.86	15 Dly		IDL SS	96	96	20 T.W,F,Sa
	HOI P	1.73	15	Dly		IDL S	2.44	1.82	Th		IDL AF	1.31	98	20
	CRP P	1.78	15	Dly	Florianopolis, Brazil	LGA AO*	1.17	86	15 T.F.Sa		BOS AF	1.28	96	20
	NLD P	1.79	15	Dly		MIA P	78	58	10 Su,Th		IDL K	96	72	15 Dly except S
	LAX P	2.06	15	Dly except T	Emmerlaar, Ecuador	MSY P	86	66	10 Su,Th	Gothenburg, Sweden	EWRT C	90	90	10 Su,T
	SEC W	2.00	1.90	20		MSY P	86	66	10 W.Sa		LGA BO	1.22	88	20 Su,T,Th
Daet, Philippines	SFO PH	2.60	1.98	20 W.Sa		HOI P	89	68	15 W.Sa		IDL SS	1.22	80	20 W.F
	HJR PH	1.89	1.36	20 W.Sa		BRO P	89	68	15 W.Sa		IDL K	1.23	80	15 M,W,F
	LGA PH	2.83	2.15	20 W.F	Damascus, Syria	CRP P	89	68	15 W.Sa	Groningen, Netherlands	LGA AO*	1.17	86	15 T.F.Sa
	LAX W*	2.60	1.90	20		NLD P	1.12	15	Dly		HOI P	45	15	Dly
	PDX W*	2.60	1.90	20		LAX P	1.22	92	15 T.F	Guadalajara, Mex.	HOI P	45	15	Dly
	SEC W	2.00	1.90	20	Fairbanks, Alaska	SEC P	40	15	Dly		CRP P	40	15	Dly
Dakar, Senegal, Fr. W. Africa	LGA P	1.68	1.21	15 M,Th		OAK TR	58	35	15 Dly		LAX P	40	30	15 Dly
	BOS P	1.65	1.19	15 M,Th	Florianopolis, Brazil	LGA P	1.70	15	Su,W	Guam	LAX P	2.00	1.50	15 Dly
	LGA AO*	2.18	1.63	15 Dly		MIA P	1.48	15	W.F		SFO P	2.00	1.50	15 Dly
	IDL AF	1.65	1.21	20 Twice Weekly		MSY P	1.64	15	M,W		PDX P	2.00	1.50	15 Dly
	BOS AF	1.65	1.19	20		HOI P	1.87	15	M,W		SEC P	2.00	1.50	15
	LGA P	1.62	1.12	15 T.Sa		BRO P	1.79	15	M,W	Guantanamo, Cuba	OAK TR	1.60	1.17	07
	BOS P	1.39	1.10	15 T.Sa		CRP P	1.81	15	M,W	Guatemala City, Guatemala	MIA P	20	15	Twice Dly
	LGA AO*	1.73	1.10	15 Dly		NLD P	1.81	15	M,W		MIA P	39	29	15 Dly
	IDL SW	1.43	1.10	20		LAX P	2.08	15	Su,Th		MSY P	35	29	15 Twice Dly
	IDL AF	1.62	1.12	20		IDL P	2.08	15	Su,Th		HOI P	45	33	15 Twice Dly
	BOS AF	1.69	1.10	20	Florianopolis, Brazil	LGA P	1.70	15	Su,W		BRO P	37	28	15 Twice Dly
	EWRT C	1.60	1.10	Frequently		MIA P	1.48	15	W.F		CRP P	41	30	15 Twice Dly
Damasian, Philippines	SFO PH	2.60	1.98	20 W.Sa		MSY P	1.64	15	M,W		NLD P	41	30	15 Dly
	HJR PH	1.89	1.36	20 W.Sa	Fort de France, Martinique	HOI P	1.87	15	M,W		LAX P	33	23	15 M,W,F
	LGA PH	2.83	2.15	20 W.F	Fort Triunphi, Fr. W. Africa	BRO P	1.79	15	M,W		MEX TA	39	29	15 M,W,F
	LAX W*	2.60	1.90	20	Fort William, Ontario, Canada	CRP P	1.81	15	M,W		MIA P	23	17	15 Dly
	PDX W*	2.60	1.90	20	Fortaleza (Ceara), Brazil	NLD P	1.81	15	M,W		MSY P	34	23	15 Dly
	SEC W	2.60	1.90	20		LAX P	2.08	15	Su,Th		HOI P	37	27	15 Dly
Darwin, Australia	LGA BO	3.63	2.38	20 M,Th,F,Sa		IDL AF	3.05	2.29	20		BRO P	37	28	15 Dly
Davao, Philippines	SFO PH	2.60	1.98	20 W.Sa		LGA P	1.70	15	Su,W		CRP P	41	30	15 Dly
	HJR PH	1.89	1.36	20 W.Sa		MIA P	1.48	15	W.F		NLD P	41	30	15 Dly
	LGA PH	2.83	2.15	20 W.F		MSY P	1.44	15	M,W		LAX P	33	23	15 Dly
	LAX W*	2.60	1.90	20		HOI P	1.59	15	Dly		CRP P	37	27	15 Dly
	PDX W*	2.60	1.90	20		BRO P	1.59	15	Dly		CRP P	37	27	15 Dly
	SEC W*	2.60	1.90	20		CRP P	1.54	15	Dly		NLD P	37	27	15 Dly
						NLD P	1.52	15	Dly		LAX P	1.20	91	15 Dly
						LAX P	1.72	15	Dly					

INTERNATIONAL CARGO TABLES - Continued

RATES (See Note)					RATES (See Note)					RATES (See Note)							
Destination	Airport and Airline	Per 100 Lbs. (U.S. Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	Per 100 Lbs. (U.S. Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	Per 100 Lbs. (U.S. Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Per \$100 Value	Depart
Guayaquil (cont'd)	BRO B	88	68	20	M,W,F	Hong Kong, Br. Cn. Col.	LGA P	2.59	2.32	15		Johannesburg, U. of So. Africa	IDL K	2.80	1.88	15	T,F,Sa
"	CHI B	90	70	20		"	BRO P	1.17	1.15	15	Dly	"	BOS P	2.50	1.88	20	M,Th
"	CRP B	87	67	20		"	CRP P	1.20	1.20	15	Dly	"	LGA BO	2.47	1.86	20	M,Th
"	DAL B	88	68	20		"	NLD P	1.20	1.20	15	Dly	"	LGA AO*	2.72	2.03	15	T,F,Sa
"	YIP B	88	68	20		"	LAX P	1.46	1.46	15	Dly	"	LGA SI	2.45	2.00	25	Frequently
"	FTW B	88	68	20		"	LGA P	2.59	2.32	15		"	IDL S	2.40	1.88	20	Th
"	HOU B	87	67	20		"	BOS P	2.56	2.29	15		"	LGA C*	2.48	1.86	30	
"	IND B	87	67	20		"	PDX P	2.50	1.88	15		"	DCA C*	2.48	1.86	30	
"	LRD B	88	68	20		"	SEC P	2.50	1.88	15		"	SFO PH	2.60	1.98	30	W,Sa
"	MSY B	84	65	15		"	LAX P	2.50	1.88	15	Su,M,W,Sa	"	HJR PH	1.89	1.36	20	W,Sa
"	SAT B	87	67	20		"	SFO P	2.50	1.88	15	Su,M,W,Sa	"	LGA PH	2.83	2.15	20	W,F
"	HAV B	71	53	10		"	LGA SI	2.72	2.32	23	Frequently	"	LAX W*	2.60	1.90	20	W,F
"	MIA SI	75	55	10	Frequently	"	SFO PH	2.50	1.88	20	W,Sa	"	PDX W*	2.60	1.90	20	W,F
"	LGA SI	84	64	10	Frequently	"	HJR PH	2.00	1.33	20	W,Sa	"	SEC W*	2.60	1.90	20	W,F
Guernsey Channel, U.K.	LGA AO*	1.12	85	15	Dly	"	LGA BO	2.59	2.32	20	W,F	"	OAK TR	41	241	15	Twice Daily
Guan, Philippines	SFO PH	2.60	1.98	20	W,Sa	"	CHI NW*	2.60	1.92	15	Four Wkly	"	LGA BO	2.14	1.60	15	Dly
"	HJR PH	1.89	1.36	20	W,Sa	"	CLE NW*	2.60	1.96	15	Four Wkly	"	LGA BO	2.10	1.58	20	Dly
"	LGA PH	2.83	2.15	20	W,F	"	YIP NW*	2.60	1.96	15	Four Wkly	"	LGA BO	2.10	1.58	20	Dly
"	PDX W*	2.60	1.90	20	W,Sa	"	MKE NW*	2.60	1.90	15	Four Wkly	"	BOS AF	1.78	1.34	20	Twice Wkly
"	SEC W*	2.60	1.90	20	W,Sa	"	MPS NW*	2.64	1.91	15	Four Wkly	"	IDL K	1.81	1.36	15	T,F,Sa
"	SFO PH	2.60	1.98	20	W,Sa	"	LGA NW*	2.73	1.97	15	Four Wkly	"	LGA C*	2.13	1.60	15	T
"	HJR PH	1.79	1.26	20	W,Sa	"	PIT NW*	2.70	1.97	15	Four Wkly	"	PDX P	3.57	2.68	15	T
"	LGA PH	2.73	2.05	20	W,F	"	PDX NW*	2.70	1.97	15	Four Wkly	"	SEC P	3.57	2.68	15	T
"	LAX W*	2.60	1.90	20	W,Sa	"	SEC NW*	2.80	1.80	15	Four Wkly	"	LAX K	3.57	2.68	15	T
"	IDL W*	2.60	1.90	20	W,Sa	"	SFO NW*	2.80	1.80	15	Four Wkly	"	SFO P	3.57	2.68	15	T
"	SEC W*	2.60	1.90	20	W,Sa	"	EWRT C	2.80	1.80	15	Four Wkly	"	LGA AO*	2.36	1.75	15	T,F,Sa
Haifa, Israel	IDL AF	1.59	1.10	20	Twice Wkly	"	LAX W*	2.50	1.80	20	W,F	"	LGA SI	2.45	2.00	25	Frequently
"	EWRT C	1.75	1.25	20	Frequently	"	PDX W*	2.50	1.80	20	W,F	"	IDL S*	2.13	1.60	15	T
"	IDL S*	1.42	1.12	20	Dly	"	OAK TR	1.89	1.81	20	Frequently	"	LGA BO	2.10	1.58	20	Dly
Halifax, N.S.	BOS T*	2.64	.0755	15	Dly	"	LAX P	.71	.87	15	Dly	"	HFD TR	2.04	1.50	20	Dly
Hamburg, Germany	LGA AO*	1.25	94	15	T,F,Sa	"	SFO P	.71	.87	15	Dly	"	IDL K	2.13	1.60	15	Dly
"	IDL S	1.35	95	25	Frequently	"	PDX P	.71	.87	15	Dly	"	LGA C*	2.11	1.58	30	
"	IDL S	1.35	95	25	Frequently	"	SEC P	.71	.87	15	Dly	"	DCA C*	2.11	1.58	30	
"	LGA TR	94	84	121		"	LAX U	.71	.87	15	Dly	"	LGA BO	2.13	1.60	20	Su,T,Th
"	HFD TR	94	84	121		"	SFO U	.71	.87	15	Dly	"	IDL AF	2.13	1.60	20	Su,T,Th
"	LGA C*	1.21	89	20	W,Sa	"	YR BC	.82	.82	15	Su, Alt. Th&F	"	BOS AF	2.13	1.60	20	Su,T,Th
"	DCA C*	1.21	89	20	W,Sa	"	OAK TR	.84	.81	074		"	LAX W*	3.60	2.63	15	T
"	LGA BO	1.23	89	20	Su,T,Th,F,Sa	"	LGA P	1.75	1.51	15	Su,T	"	PDX W*	3.60	2.63	15	T
"	IDL SS	1.32	82	20	T,W,F,Sa	"	MIA P	1.51	1.51	15	Su,T	"	EWRT C	2.00	1.60	25	T
"	IDL K	1.26	82	20	N,W,F	"	MSY P	1.49	1.49	15	Su,F	"	IDL S*	2.13	1.60	20	Th
"	LGA P	2.59	1.90	15	Four Wkly	"	HOU P	1.92	1.92	15	Su,F	"	LGA AO*	1.34	.95	15	Su,T,Th
Hamilton, Bermuda	CHI NW*	2.06	1.51	15	Four Wkly	"	BRO P	1.84	1.84	15	Su,F	"	SEC P	2.22	.90	15	Twice Daily
Hankow, China	CLE NW*	2.06	1.51	15	Four Wkly	"	CRP P	1.85	1.85	15	Su,F	"	IDL S*	2.13	1.60	20	Th
"	YIP NW*	2.06	1.51	15	Four Wkly	"	NLD P	1.85	1.85	15	Su,F	"	LGA BO	2.14	1.60	15	Dly
"	MKE NW*	2.06	1.51	15	Four Wkly	"	LAX P	2.14	1.51	15	Th,Sa	"	LGA BO	2.10	1.58	20	Su,T,Th,F,Sa
"	LGA NW*	2.06	1.51	15	Four Wkly	"	SFO PH	2.60	1.98	20	W,Sa	"	IDL AF	2.44	1.83	20	Twice Wkly
"	SFO NW*	2.06	1.51	15	Four Wkly	"	HJR PH	1.89	1.36	20	W,Sa	"	LGA C*	2.11	1.58	30	
"	LGA NW*	2.06	1.51	15	Four Wkly	"	LAX W*	2.60	1.90	20	W,F	"	IDL S*	2.13	1.60	15	T
"	PIT NW*	2.06	1.51	15	Four Wkly	"	PDX W*	2.60	1.90	20	W,F	"	LGA BO	2.10	1.58	20	Dly
"	PDX NW*	2.06	1.51	15	Four Wkly	"	SEC W*	2.60	1.90	20	W,F	"	IDL S*	2.13	1.60	15	T
"	SEC NW*	2.06	1.51	15	Four Wkly	"	LGA P	2.59	2.32	15	Th	"	LGA BO	2.10	1.58	20	Dly
"	DCA NW*	2.06	1.51	15	Four Wkly	"	HOU P	1.92	1.92	15	Th	"	IDL S*	2.13	1.60	15	T
Hargeisa, Br. Somaliland	LGA AO*	2.23	1.67	15	Dly	"	BRO P	1.84	1.84	15	Su,F	"	LGA BO	2.10	1.58	20	Dly
"	LGA BO	2.17	1.61	15	Dly	"	CRP P	1.85	1.85	15	Su,F	"	IDL S*	2.13	1.60	15	T
Hausaland, Norway	LGA AO*	1.18	92	15	T,F	"	NLD P	1.85	1.85	15	Su,F	"	LGA BO	2.10	1.58	20	Dly
"	IDL SS	1.30	89	20	T,Sa	"	LAX P	2.14	1.51	15	Th	"	LGA BO	2.10	1.58	20	Dly
Havana, Cuba	MIA P	1.08	66	15	Su,T,Th,F,Sa	"	SFO PH	2.60	1.98	20	W,Sa	"	IDL AF	2.44	1.83	20	Twice Wkly
"	IDL PI	19	17	10	T,W,F,Sa	"	HJR PH	1.89	1.36	20	W,Sa	"	LGA C*	2.11	1.58	30	
"	DCA PI	18	15	10	T,W,F,Sa	"	LAX W*	2.60	1.90	20	W,F	"	IDL S*	2.13	1.60	15	T
"	MIA SI	Min. 6000 lb. @ .05 per lb.				"	PDX W*	2.60	1.90	20	W,F	"	LGA BO	2.10	1.58	20	Dly
"	CHI CS	20	18	15	Dly	"	SEC W*	2.60	1.90	20	W,F	"	IDL S*	2.13	1.60	15	T
"	YIP CS	20	18	15	Dly	"	LGA P	2.59	2.32	15	Th	"	LGA BO	2.10	1.58	20	Dly
"	HOU CS	18	15	15	Dly	"	CHI NW*	2.60	1.92	15	Four Wkly	"	IDL S*	2.13	1.60	15	T
"	MSY CS	15	13	15	Dly	"	LGA NW*	2.73	1.97	15	Four Wkly	"	LGA BO	2.10	1.58	20	Dly
"	FTW CS	19	17	15	Dly	"	PIT NW*	2.70	1.97	15	Four Wkly	"	IDL S*	2.13	1.60	15	T
"	IND CS	19	17	15	Dly	"	LGA NW*	2.73	1.97	15	Four Wkly	"	LGA BO	2.10	1.58	20	Dly
"	BUJ CS	18	15	15	Dly	"	PDX NW*	2.70	1.97	15	Four Wkly	"	IDL S*	2.13	1.60	15	T
"	ELD CS	19	17	15	Dly	"	SEC NW*	2.80	1.80	15	Four Wkly	"	LGA BO	2.10	1.58	20	Dly
"	EVV CS	18	15	15	Dly	"	LGA NW*	2.73	1.97	15	Four Wkly	"	IDL S*	2.13	1.60	15	T
"	FWA CS	20	18	15	Dly	"	PIT NW*	2.70	1.97	15	Four Wkly	"	LGA BO	2.10	1.58	20	Dly
"	GRWCS	17	15	15	Dly	"	LGA NW*	2.73	1.97	15	Four Wkly	"	IDL S*	2.13	1.60	15	T
"	HOT CS	22	20	15	Dly	"	PDX NW*	2.70	1.97	15	Four Wkly	"	LGA BO	2.10	1.58	20	Dly
"	JAN CS	17	15	15	Dly	"	SEC NW*	2.80	1.80	15	Four Wkly	"	IDL S*	2.13	1.60	15	T
"	LIT CS	31	26	15	Dly	"	LGA NW*	2.73	1.97	15	Four Wkly	"	LGA BO	2.10	1.58	20	Dly
"	MEMCS	17	15	15	Dly	"	PIT NW*	2.70	1.97	15	Four Wkly	"	IDL S*	2.13	1.60	15	T
"	PUK CS	18	15	15	Dly	"	LGA NW*	2.73	1.97	15	Four Wkly	"	LGA BO	2.10	1.58	20	Dly
"	PIA CS	20	18	15	Dly	"	PDX NW*	2.70	1.97	15	Four Wkly	"	IDL S*	2.13	1.60	15	T
"	SHV CS	19	17	15	Dly	"	SEC NW*	2.80	1.80	15	Four Wkly	"	LGA BO	2.10	1.58	20	Dly
"	HIF CS	20	18	15	Dly	"	LGA NW*	2.73	1.97	15	Four Wkly	"	IDL S*	2.13	1.60	15	T
"	TOL CS	20	18	15	Dly	"	PIT NW*	2.70	1.97	15	Four Wkly	"	LGA BO	2.10	1.58	20	Dly
"	MKCS	21	19	15	Dly	"	LGA NW*	2.73	1.97	15	Four Wkly	"	IDL S*	2.13	1.60	15	T
"	SGF CS	20	18	15	Dly	"	PDX NW*	2.70	1.97	15	Four Wkly	"	LGA BO	2.10	1.58	20	Dly
"	MIA K	.08	.06	18	Su,T,Th,Sa	"	SEC NW*	2.80	1.80	15	Four Wkly	"	IDL S*	2.13	1.60	15	T
"	MIA EA	.08	.06	15	Dly	"	LGA NW*	2.73	1.97	15	Four Wkly	"	LGA BO	2.10	1.58	20	Dly
"	LGA EA	.14	.14	15	Dly	"	PIT NW*	2.70	1.97	15	Four Wkly	"	IDL S*	2.13	1.60	15	T
"	MSY N	.15	.13	10	Dly	"	LGA NW*	2.73	1.97	15	Four Wkly	"	LGA BO	2.10	1.58	20	Dly
"	MIA N	.08	.06	10	Dly	"	PDX NW*	2.70	1.97	15	Four Wkly	"	IDL S*	2.13	1.60	15	T
"	TPA N	.09	.07	10	Dly	"	SEC NW*	2.80	1.80	15	Four Wkly	"					

INTERNATIONAL CARGO TABLES—Continued

RATES (See Note)						RATES (See Note)						RATES (See Note)						
Destination	Airport and Airline	Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart	
Kunming (cont'd)						Lima (cont'd)						Malmo, Sweden						
PIT NW*	3.05	2.32	15	Four Wkly		MIA SI	97	73	10	Frequently		IDL AF	1.26	88	20	Dly		
PDX NW*	2.85	2.15	15	Four Wkly		LGA SI	1.06	84	10	Frequently		BOS AF	1.23	86	20	Dly		
SFO NW*	2.85	2.15	15	Four Wkly		HOU B	1.10	84	20			LGA AO*	1.25	88	15	Sa,T		
SEC NW*	2.85	2.15	15	Four Wkly		IND B	1.10	85	20			LGA TR	1.05	90	124			
DCA NW*	3.06	2.32	15	Four Wkly		LRD B	1.11	85	20			HFD TR	1.05	90	124			
La Ceiba, Honduras						London, England						Manila, Philippines						
MSY TA	49	37	15	M,W,F		MSY B	1.07	82	20			LAX NW*	2.50	180	20	Twice Wkly		
MEX TA	36	28	15	T,Th,Sa		SAT B	1.10	84	20			EDF NW	2.40	192	20	Twice Wkly		
Lagos, Nigeria	2.04	1.52	15	Dly		BRO B	1.11	85	20			CHI NW	2.68	192	20	Twice Wkly		
LGA BO	1.84	1.38	20	Dly except W		CHI B	1.13	87	20			CLE NW	2.69	196	20	Twice Wkly		
IDL AF	1.84	1.38	20	Twice Wkly		CRP B	1.10	84	20			YIP NW	2.68	196	20	Twice Wkly		
BOS AF	1.81	1.36	20			DAL B	1.11	85	20			LAX NW*	2.50	180	20	Twice Wkly		
La Guaira, Venezuela						Liverpool, England						Mantua, Ecuador						
LGA P	66	54	15	Dly		FTW B	1.11	85	20			LGA NW	2.73	197	20	Twice Wkly		
MIA P	47	34	15	Dly		HAV B	98	73	10			PIT NW	2.70	197	20	Twice Wkly		
MSY P	89	61	15	Dly		EWR TC	1.00	75	25			PDX NW*	2.50	180	20	Twice Wkly		
HOU P	98	66	15	Dly		LGA P	1.01	76	15	Dly except S		SFO NW*	2.50	180	20	Twice Wkly		
BRO P	90	10	15	Dly		BOS P	98	74	15	T		SEC NW	2.50	180	20	Twice Wkly		
NLD P	1.11	13	15	Dly		LGA AO*	1.41	111	15	Dly		LAX W*	2.50	180	20	Twice Wkly		
CRP P	93	63	15	Dly		LGA SI	1.20	78	25	Frequently		PDX W*	2.50	180	20	Twice Wkly		
LAX P	1.30	15	15	Dly		IDL S	41	106	Th			SEC W*	2.50	180	20	Twice Wkly		
MIA K	47	34	15	Sa,T,Th,Sa		LGA TR	1.15	70	10									
LGA SI	67	44	10	Frequently		HFD TR	1.15	70	10									
DCA C*	64	52	30			LGA C*	99	76	30									
BFJ CS	87	44	15	T,Th,Sa		LGA BO	1.05	81	20	Su,T,Th								
CHI CS	89	46	15	T,Th,Sa		IDL AF	1.09	82	20	Twice Wkly								
YIP CS	59	46	15	T,Th,Sa		BOS AF	1.08	80	20									
ELD CS	58	45	15	T,Th,Sa		LGA TW	1.01	76	20	Dly except Sa								
EVV CS	57	44	15	T,Th,Sa		BOS TW	98	74	20	F								
FWA CS	59	46	15	T,Th,Sa		YIP TW	1.05	81	20									
HTS CS	57	44	15	T,Th,Sa		CHI TW	97	82	20									
IND CS	87	44	15	T,Th,Sa		IDL K	1.41	108	15	W,Sa								
LIT CS	58	45	15	T,Th,Sa		EWR TC	1.00	75	25									
MEMCS	86	43	15	T,Th,Sa		LGA AO*	1.02	78	15	Dly								
MSY CS	55	42	15	T,Th,Sa		MIA P	82	61	15	T								
SHV CS	59	46	15	T,Th,Sa		MSY P	90	69	15	M								
HUF CS	59	46	15	T,Th,Sa		HOU P	93	71	15	M								
TOL CS	59	46	15	T,Th,Sa		BRO P	93	71	15	M								
MRCCS	60	47	15	T,Th,Sa		CRP P	93	71	15	M								
SGF CS	59	46	15	T,Th,Sa		NLD P	1.18	15	15									
SWR TC	58	45	15	T,Th,Sa		LAX P	1.26	15	15	Su,T,Th								
EWR TC	45	35	25			LGA P	1.03	77	15	Dly								
Lanchow, China						Luzon, Egypt						Manizales, Colombia						
CHI NW*	2.98	2.22	15	Four Wkly		BOS P	1.00	75	15	Dly		MIA P	65	44	15	Dly		
CLE NW*	2.99	2.25	15	Four Wkly		LGA AO*	1.03	77	15	Dly		MSY P	1.04	15	15	Dly		
YIP NW*	2.98	2.25	15	Four Wkly		LGA SI	1.10	75	25	Frequently		HOU P	1.15	15	15	Dly		
BLX NW*	2.90	2.10	15	Four Wkly		IDL S	1.12	82	20	Th		BRO P	1.07	15	15	Dly		
MKE NW*	2.96	2.22	15	Four Wkly		HFD TR	70	60	10			CRP P	1.10	15	15	Dly		
MPS NW*	2.94	2.21	15	Four Wkly		DCA C*	1.03	77	30			NLD P	1.09	15	15	Dly		
LGA NW*	3.03	2.27	15	Four Wkly		LGA BO	1.03	77	20	Su,T,Th		LAX P	1.34	15	15	Dly		
PIT NW*	3.00	2.27	15	Four Wkly		IDL SS	1.03	77	20	T,W,F,Sa		MIA P	80	60	15	M,Th,Sa		
PDX NW*	2.80	2.10	15	Four Wkly		DLF AF	1.06	80	20	Dly		HOU P	91	70	15	M,F		
SFO NW*	2.80	2.10	15	Four Wkly		BOS AF	1.06	80	20	Dly		BRO P	91	70	15	Sa,W,F		
SEC NW*	2.80	2.10	15	Four Wkly		IDL K	1.15	83	15	Dly except Su		CRP P	91	70	15	M,F		
DCA NW*	3.01	2.27	15	Four Wkly		UL T	97	73	10	Frequently		NLD P	1.12	15	15	Ta,Th,Sa		
MIA P	1.15	85	15	M,T,W,F,Sa		QY T	82	63	10			LAX P	1.24	94	15	Ta,Th,Sa		
MSY P	1.21	88	15	M,T,Th,F,Sa		EWR TC	70	60	25			MIA P	15	11	15	Dly		
HOU P	1.36	1.02	15	Dly		London, Ont., Canada						Maracaibo, Venezuela						
CRP P	1.32	98	15	Dly		LGA T*	2.14	0555		Dly		MIA P	44	32	15	Dly		
NLD P	1.30	101	15	Dly		LGA AO*	1.24	91	15	Dly		LGA P	75	62	15	Dly		
LAX P	1.49	112	15	Sa,M,W,Th		LGA C*	1.14	84	30			MSY P	81	56	15	Dly		
SFO PH	1.89	136	20	W,Sa		LGA BO	1.71	128	20			HOU P	90	62	15	Dly		
LGA PH	2.83	215	20	W,F		LGA TR	1.98	127	15			BRO P	82	57	15	Dly		
LAX W*	2.60	190	20	W,F		IDL SS	1.03	77	20	W,F		CRP P	85	59	15	Dly		
SEC W*	2.60	190	20	W,F		EWR TC	1.75	125	25			NLD P	1.03	15	15	Dly		
Lanzhou, China						Lydia, Israel						Mantua, Ecuador						
LGA AO*	1.17	86	15	T,F,Sa		LGA P	1.01	76	15	Dly		MIA P	80	60	15	M,Th,Sa		
Legazpi, Philippines						Lyon, France						Manzanillo, Cuba						
SFO PH	2.60	198	20	W,Sa		IDL AF	1.10	81	20	Dly		MIA P	15	11	15	Dly		
HJR PH	1.89	136	20	W,Sa		BOS AF	1.13	85	20	Dly								
LGA PH	2.83	215	20	W,F		DCA C*	1.20	93	30									
LAX W*	2.60	190	20	W,F		LGA AO*	1.29	98	15	T,F,Sa								
PDX W*	2.60	190	20	W,F		Maastricht, Netherlands						Maracaibo, Venezuela						
SEC W*	2.60	190	20	W,F		LGA AO*	1.17	88	15	T,F,Sa		MIA P	44	32	15	Dly		
Leopoldville, Belgian Congo						Macao, Brazil						Manizales, Colombia						
LGA P	2.25	169	15	M,Th		LGA P	1.62	15	15	Dly		LGA P	75	62	15	Dly		
BOS P	2.22	167	15	M,Th		MIA P	1.26	15	15	Dly		MSY P	81	56	15	Dly		
LGA AO*	2.26	175	15	T,F,Sa		MSY P	1.81	15	15	Dly		HOU P	90	62	15	Dly		
IDL S	2.25	169	20	Twice Wkly		HOU P	1.64	15	15	Dly		BRO P	82	57	15	Dly		
DLF AF	2.25	169	20	Twice Wkly		BRO P	1.56	15	15	Dly		CRP P	85	59	15	Dly		
BOS AF	2.22	167	20	Thrice Wkly		CRP P	1.59	15	15	Dly		NLD P	1.03	15	15	Dly		
Lethbridge, Alta., Can.						Madrid, Spain						Mariehamn, Finland						
IDL AF	2.15	161	20	Dly		LGA AO*	1.34	105	15	Dly		LGA AO*	1.33	94	15	Su,T,Th		
BOS AF	2.12	159	20	Dly		LGA SI	1.32	99	25	Frequently		LGA AO*	1.38	106	15	T,F,Sa		
IDL S	1.14	84	15	Dly		LGA TR	1.30	95	10			LGA C*	1.21	87	30			
MIA P	99	74	15	Dly		LGA C*	1.11	81	30			DCA C*	1.21	87	30			
MSY P	1.07	82	15	Dly		IDL AF	1.13	83	20	Su,T,Th		LGA BO	1.23	89	30	Su,T,Th		
HOU P	1.10	84	15	Dly		BOS AF	1.10	81	20	Dly except Sa		IDL SS	1.23	89	30	Su,T,Th		
BRO P	1.10	84	15	Dly		LGA TW	1.13	83	20	Dly		IDL AF	1.23	89	30	Dly		
CRP P	1.10	84	15	Dly		BOS TW	1.10	81	20	Dly		BOS AF	1.20	87	20	Dly		
NLD P	1.24	15	15	Dly		CHI TW	1.19	90	20			IDL K	1.23	89	15	W		
LAX P	1.49	112	15	Sa,M,W,Th		YIP TW	1.17	88	20			IDL S	1.28	95	15	Th		
IDL PI	1.12	85	20	T,W,F,Sa		IDL K	1.34	101	15	W,Sa		Mantua, Ecuador						
DCA PI	1.03	83	20	T,W,F,Sa		EWR TC	1.05	75	25			SFO PH	2.60	198	20	W,Sa		
Lima (cont'd)						Maganangu, Colombia						Manizales, Colombia						
MSY P	1.07	82	15	Dly		MIA P	52	35	15	Su,T,F		HJR PH	1.89	136	20	W,Sa		
HOU P	1.10	84	15	Dly		MSY P	1.02	15	15	Su,M,F		LGA PH	2.83	215	20	W,F		

INTERNATIONAL CARGO TABLES - Continued

RATES (See Note)					RATES (See Note)					RATES (See Note)								
Destination	Airport and Airline	Per Lb. (Over 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	Per Lb. (Over 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	Per Lb. (Over 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Per \$100 Value	Depart	
Maturín (cont'd)	MSY P	07	65	15	Dly	Montevideo (cont'd)	CRP P	1.71	15	Dly	Okinawa	EDF NW	2.25	1.70	20	Three-Wkly		
	HOU P	1.07	71	15	Dly		NLD P	1.72	15	Dly		CHL NW	2.66	1.92	20	Three-Wkly		
	BRO P	0.98	68	15	Dly		LAX P	1.98	20	Dly		CLE NW*	2.69	1.96	20	Three-Wkly		
	CRP P	1.02	68	15	Dly		MIA SI	1.41	88	20	Frequently		YIP NW*	2.68	1.96	20	Three-Wkly	
	NLD P	1.17	15	Dly			LGA SI	1.31	92	20	Frequently		LAX NW*	2.50	1.80	20	Three-Wkly	
	LAX P	1.38	20	Dly		Montreal, Que., Canada	EWRT TC	1.35	91	Frequently		MKE NW	2.66	1.92	20	Three-Wkly		
Mauritius	MIA K	0.66	40	15	Dly		LGA C	12	Dly			MPS NW	2.44	1.91	20	Three-Wkly		
	IDL AF	3.78	2.84	20	Weekly		BTU NE	04	Dly			LGA NW	2.73	1.97	20	Three-Wkly		
	BOS AF	3.75	2.81	20	Weekly	Moscow, USSR	LGA AO*	1.72	1.27	15	Tu,T,Th		PIT NW	2.70	1.97	20	Three-Wkly	
Mayaguez	EWR TC	3.8	20	Frequently		Monrovia, Brazil	IDL SS	1.72	1.28	20	T.W.F.Sa		PDX NW*	2.50	1.80	20	Three-Wkly	
Puerto Rico	HOU P	3.5	15	Dly			LGA P	1.41	15	T			SFO NW*	2.50	1.80	20	Three-Wkly	
Mayaguez, Cuba	BRO P	4.7	15	Dly			MIA P	1.24	15	T			DCA NW	2.71	1.97	20	Three-Wkly	
Marzan, Mexico	CRP P	5.0	15	Dly			MSY P	1.46	15	Su			LAX P	2.40	1.80	15	Three-Wkly	
	LAX P	4.5	34	15	Dly		HOU P	1.61	15	Su			SFO P	2.40	1.80	15		
Medellín, Colombia	MIA P	5.0	40	15	Dly		BRO P	1.53	15	Su			PDX P	2.40	1.80	15		
	MSY P	6.2	82	15	Dly		CRP P	1.56	15	Su			SEC P	2.40	1.80	15		
	HOU P	7.0	84	15	Dly		LAX P	1.76	15	Sa			OAK TR	1.92	1.40	121		
	BRO P	7.0	34	15	Dly	Mulhouse, France	NLD P	1.54	15	T.F.Sa			LGA AO*	1.47	1.17	15	Dly	
	CRP P	7.0	54	15	Dly		LGA AO*	1.32	94	15	T.F.Sa		IDL AF	1.38	1.04	20	Six Weekly	
	NLD P	1.09	15	Dly			IDL SS	1.81	1.03	20	W.F		BOS AF	1.35	1.01	20		
	LAX P	1.03	78	15	Dly		IDL AF	1.17	88	20	W.F		MIA P	1.18	86	15	Dly except Sa	
	GIA C*	67	48	30	Dly	Munich, Germany	BOS P	1.25	90	15	Dly		MSY P	1.34	1.01	15	Dly except F	
	DCA C*	67	48	30	Dly		IDL K	1.19	88	15	T.F		HOU P	1.39	1.04	15	Dly	
Merida, Mexico	MIA P	2.5	19	15	Twice Daily		BOS P	1.25	90	15	Dly		CRP P	1.36	1.02	15	Dly	
	MSY P	2.2	16	15	Twice Daily		IDL K	1.28	92	15	Tb.Sa		NLD P	1.35	1.13	15		
	HOU P	6.1	15	Dly		Naga, Philippines	LGA AO*	1.32	1.00	15	T.F.Sa		LAX P	1.81	83	15	Dly except F	
	BRO P	8.3	15	Dly			SFO PH	2.60	1.38	20	W.Sa		IDL S	1.20	83	15	Th	
	CRP P	5.6	15	Dly			HJR PH	1.80	1.36	20	W.Sa		LGA TR	1.00	82	121		
	LAX P	9.2	15	Dly			LGA PH	2.83	2.15	20	W.F		HTD TR	1.00	82	121		
	DAL B	5.6	15	Dly			LAX W*	2.60	1.90	20			LGA C	1.18	81	30		
	FTW B	5.6	15	Dly			PDX W*	2.60	1.90	20			DCA C*	1.18	81	30		
	LRD B	4.2	15	Dly			SEC W*	2.60	1.90	20			LGA RO	1.20	83	20	Su,T,Th	
	SAT B	4.9	15	Dly		Nairobi, Kenya	LGA AO*	2.31	1.73	15	Su,T,Th		IDL SS	1.20	83	20	T.Sa	
	LAX P	1.3	15	Dly			IDL AF	3.63	2.28	20	Su,T,Th		LGA AF	1.20	83	20	Six Weekly	
Mexicali, Mexico	MIA P	44	32	15	Twice Daily	Naknek, Alaska	BOS AF	3.02	2.27	20			BOS AF	1.17	81	20		
	MSY P	61	15	Dly			SEC P	6.5	25	15			IDL K	1.20	83	15	M.T.W,Th,F	
	BRO P	11	15	Dly		Nandi, Fiji	SFO BO*	1.75	1.31	15			EWRT TC	1.00	80	25		
	CRP P	12	15	Dly			SFO BC	1.75	1.31	15	Su,Alt F & Sa		LGA AO*	1.39	1.06	15	T.F.Sa	
	LAX P	25	15	Dly			HJR BC	1.04	78		Su,Alt F & Sa		OTLAW, Ont.	LGA C	18	15	Dly	
	MSY TA	61	48	M,W,F		Nanking, China	VR BC	1.88	1.40				Palermo, Italy	LGA AO*	1.54	1.20	15	T.F.Sa
	DAL A	36	15	Dly			CHI NW*	2.71	1.97	15	Four Wkly		Panama City, Panama	MIA P	39	29	15	Twice Daily
	LRD B	24	15	Dly			CLE NW*	2.74	2.01	15	Four Wkly			HOU P	47	37	15	Dly
	FTW B	36	15	Dly			YIP NW*	2.73	2.01	15	Four Wkly			MSY P	47	37	15	Dly
	SAT B	30	15	Dly			MKE NW*	2.71	1.97	15	Four Wkly			BRO P	50	39	15	Twice Daily
	LAX A	38	15	Dly			MPS NW*	2.60	1.90	15	Four Wkly			CRP P	50	39	15	Twice Daily
	ELP A	23	15	Dly			LGA NW*	2.74	2.02	15	Four Wkly			NLD S	56	47	15	
	SAT A	30	15	Dly			PIT NW*	2.75	2.02	15	Four Wkly			LAX P	83	63	15	Dly
							PDX NW*	2.53	1.85	15	Four Wkly			MSY TA	64	48	M.W.F	
							SEC NW*	2.58	1.85	15	Four Wkly			MEX TA	53	38	T.W.F.Sa	
							DCA NW*	2.76	2.02	15	Four Wkly			IDL S	51	40	T.W.F.Sa	
							LAX NW*	2.53	1.85	15	Four Wkly			DCA PI	49	38	T.W.F.Sa	
							SFO NW*	2.53	1.85	15	Four Wkly			LGA SI	38	28	10	Frequently
							LGA AO*	1.50	1.17	15	T.F.Sa			LGA SI	47	37	10	Frequently
Mayaguez, Bataan, Philippines	SFO PH	2.50	1.88	20	W.Sa	Nassau, Bahamas	MIA P	07	03	15	Twice Daily	Paramaribo, Surinam	MIA P	77	39	15	Dly	
	HJR PH	1.79	1.25	20	W.Sa		EWRT TC	1.45	12	15	Frequently			MSY P	73	41	15	Dly
	LGA PH	2.73	2.05	20	W.F	Natal, Brazil	LGA P	1.45	15	Dly				MSY P	114	74	15	Dly
	LAX W*	2.50	1.80	20			MIA P	1.25	15	Dly				HOU P	23	75	15	Dly
	PDX W*	2.50	1.80	20			MSY P	1.45	15	Dly				BRO P	15	75	15	Dly
	SEC W*	2.50	1.80	20			HOU P	1.62	15	Dly				CRP P	18	76	15	Dly
Midway Island	LAX P	1.18	89	15	Four Wkly		BRO P	1.54	15	Dly				NLD P	125	15	Dly	
	SFO P	1.18	89	15	Four Wkly		CRP P	1.57	15	Dly				LAX P	148	15	Dly	
	PDX P	1.18	89	15	Four Wkly		NLD P	1.55	15	Dly				MIA K	73	71	15	T.F.Sa
	SFO P	1.18	89	15	Four Wkly		LAX P	1.74	112	20	Frequently			LGA AO*	1.22	91	15	T.F.Sa
	CRP P	1.18	89	15	Four Wkly		LGA SI	1.33	121	20	Frequently			LGA SI	120	79	25	Frequently
	OAK TC	1.06	77	15	Dly		EWRT TC	1.49	120	20	Frequently			IDL S	112	82	121	Th
	IDL AF	1.30	98	20	Dly	Niamey, Fr. W. Af.	IDL AF	1.06	114	20	Weekly			LGA TR	85	70	121	
	BOS AF	1.28	98	20	Dly		BOS AF	1.02	133	20	Weekly			HTD TR	85	70	121	
	LGA SW	1.06	83	20	Dly	Nice, France	LGA AO*	2.27	95	15	Dly			IDL SW	91	74	20	
	LGA AO*	1.39	1.06	15	T.F.Sa		IDL S	1.23	93	15	Th			LGA C	113	81	30	
	IDL S	1.30	96	15	Th		IDL AF	1.23	60	20	Dly			DGA BO	109	82	20	Su,T,Th
	LGA TR	1.00	85	15	Dly		IDL AF	1.23	60	20	Dly			IDL SS	133	104	20	W.F
	HTD TR	1.00	85	15	Dly		BOS AF	1.20	87	20	Su,T,Th			IDL AF	109	82	20	Dly
Minatitlán, Mexico	MIA P	51	15	Dly		Nieoria, Cyprus	LGA BO	1.23	89	20	Su,T,Th			IDL AF	109	82	20	Dly
	MSY P	47	15	Dly			LGA AO*	1.73	130	15	Dly			PHL TW	106	80	20	M.Sa
	HOU P	44	15	Dly			LGA BO	1.64	114	20	Dly			DCA TW	111	85	20	M.Sa
	BRO P	38	15	Dly			SEC P	55	23	15	Su,T,W,F			YIP TW	113	87	20	Sa
	CRP P	39	15	Dly			OAK TR	74	44	15				CHL TW	115	86	20	Sa
	LAX P	79	15	Dly		Nome, Alaska								LGA P	115	80	15	Sa,Th
						North Bay, Ont., Canada								NLD P	150	15	Dly	
						Noumea, New Caledonia	LAX P	2.01	1.52	15	W.Sa			LAX P	167	15	W.Sa	
							SFO P	2.01	1.52	15	W.Sa			MIA P	74	50	15	Dly
							PDX P	2.01	1.52	15	W.Sa			MSY P	115	86	20	Sa
							SEC P	2.01	1.52	15	Dly			BOS P	106	80	15	Dly
													EWRT TC	85	65	15	Sa,T	
													LGA P	119	81	15	Sa,T	
													MSY P	138	15	Th,Su		
													HOU P	156	15	Su,Th		
													BRO P	148	15	Th,Su		
													CRP P	151	15	Su,Th		
													NLD P	150	15	Dly		
													LAX P	167	15	W.Sa		
													MIA P	74	50	15	Dly	
													MSY P	115	86	20	Sa	
													HOU P	125	15	Dly		
													CRP P	118	15	Dly		
													NLD P	120	15	Dly		
													LAX P	145	15	Dly		
													CHL NW*	2.85	2.11	15	Four Wkly	
													YIP NW*	2.85	2.11	15	Four Wkly	

INTERNATIONAL CARGO TABLES—Continued

RATES (See Note)					RATES (See Note)					RATES (See Note)							
Destination	Airport and Airline	Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart
Peiping (con't)	LAX NW* 2 49	1 09	15	Four	Wkly	Quito, Ecuador	MIA P	62	42	15	Sa	San Ignacio de	MIA P	1 28	95	15	Sa
"	MKE NW* 2 85	2 11	15	Four	Wkly	"	MSY P	1 14	15	15	F	Volcan, Bolivia	MSY P	1 41	1 06	15	F
"	MPS NW* 2 83	2 10	15	Four	Wkly	"	HOU P	1 27	15	15	F	"	HOU P	1 40	1 10	15	F
"	SFO NW* 2 69	1 09	15	Four	Wkly	"	BRO P	1 19	15	15	F	"	BRO P	1 42	1 07	15	F
"	SEC NW* 2 69	1 09	15	Four	Wkly	"	CRP P	1 22	15	15	F	"	CRP P	1 44	1 08	15	F
"	DCA NW* 2 76	2 02	15	Four	Wkly	"	NLD P	1 21	15	15	F	"	NLD P	1 49	1 10	15	F
"	LGA NW* 2 92	2 16	15	Four	Wkly	"	LAX P	1 46	15	15	Th	"	LAX P	1 55	1 16	15	Th
"	PIT NW* 2 89	2 16	15	Four	Wkly	"	MIA P	74	55	15	Dly	"	"	"	"	"	"
"	PDX NW* 2 69	1 09	15	Four	Wkly	"	MSY P	82	65	15	Dly	"	"	"	"	"	"
Pereira, Colombia	MIA P	64	43	15	Dly	"	HOU P	85	65	15	Dly	San Jose, Bolivia	MIA P	1 31	98	15	Th
"	HOU P	1 04	15	Dly	"	"	BRO P	85	65	15	Dly	"	MSY P	1 43	1 07	15	F
"	BRO P	1 14	15	Dly	"	"	CRP P	85	65	15	Dly	"	HOU P	1 48	1 11	15	F
"	CRP P	1 06	15	Dly	"	"	NLD P	1 11	15	15	Dly	"	BRO P	1 44	1 08	15	F
"	LAX P	1 04	15	Dly	"	"	LAX P	1 18	80	15	Dly	"	CRP P	1 45	1 10	15	F
"	IDL SW	1 08	85	20	"	"	MIA SI	.73	53	10	Frequently	"	NLD P	1 50	1 15	15	F
Pisa, Italy	IDL SW	1 08	85	20	"	"	LGA SI	.82	62	10	Frequently	"	LAX P	1 56	1 17	15	Th
Pointe Noire, Fr. Eq. Africa	IDL AF	2 34	1 76	20	Weekly	Rabat, Fr.	IDL AF	1 55	1 16	20	Dly	Costa Rica	MIA P	50	36	15	Dly
Ponce, Puerto Rico	EWR TC	2 31	1 73	20	"	Morocco	BOS AF	1 52	1 14	20	"	"	MSY P	57	37	15	Dly
Popayan, Colombia	MIA P	68	46	15	Dly	Rangoon, India	LGA BO	2 36	2 10	20	Su, Th	"	CRP P	60	39	15	Dly
"	MSY P	1 03	15	Dly	"	Reinde (Fernambuco)	"	"	"	"	"	"	BRO P	50	39	15	Dly
"	HOU P	1 14	15	Dly	"	Brazil	LGA P	1 48	15	15	Dly	"	CRP P	50	39	15	Twice Dly
"	BRO P	1 06	15	Dly	"	"	MIA P	1 26	15	15	Dly	"	NLD P	57	41	15	Dly
"	CRP P	1 09	15	Dly	"	"	MSY P	1 50	15	15	Dly	"	LAX P	72	56	15	Dly
"	NLD P	1 08	15	Dly	"	"	HOU P	1 04	15	15	Dly	"	MSY TA	54	39	15	M.W.F.
"	LAX P	1 33	15	Dly	"	"	BRO P	1 56	15	15	Dly	"	MEX TA	42	31	15	T, Th, Sa
Port au Prince, Haiti	MIA P	17	15	15	Dly	"	CRP P	1 59	15	15	Dly	San Jose, Mindoro, Philippines	SFO PH	2 60	1 08	20	W, Sa
"	LGA P	51	44	15	Dly	"	LAX P	1 56	15	15	Dly	"	HJR PH	2 89	1 36	20	W, Sa
"	IDL SW	25	15	15	Dly	"	MIA SI	1 25	1 15	20	Frequently	"	LGA PH	2 83	2 15	20	W, F
"	EWR TC	45	35	15	Dly	"	LGA SI	1 25	1 15	20	Frequently	"	LAX W*	2 60	1 90	20	"
Port Bell, Uganda	MIA K	25	19	10	"	Regina, Sask., Canada	LGA SI	1 25	1 15	20	Frequently	"	SEC W*	2 60	1 90	20	"
Port of Spain, Trinidad	LGA P	58	49	15	Dly	Reunion Islands	LGA SI	7 00	25	25	Dly	San Juan, Puerto Rico	LGA P	28	26	15	Dly
"	MSY P	99	67	15	Dly	"	IDL AF	3 70	2 78	20	Weekly	"	MIA SI	15	15	15	Dly
"	HOU P	1 06	15	Dly	Dly except T	"	BOS AF	3 67	2 75	20	Weekly	"	LGA SI	37	32	10	Frequently
"	BRO P	1 00	67	15	Dly	Reykjavik, Iceland	EWR TC	77	58	15	Su, Th, F	"	IDL SW	30	20	15	Dly
"	CRP P	1 03	69	15	Dly	Rio de Janeiro, Brazil	"	"	"	"	"	"	LGA TC	30	20	15	Dly
"	NLD P	1 20	15	Dly	"	"	LGA P	1 37	84	15	Dly	San Pedro, Sula, Honduras	MSY TA	48	36	15	M.W.F.
"	LAX P	1 41	15	Dly	"	"	MIA P	1 26	80	15	Dly	"	MEX TA	35	27	15	T, Th, Sa
"	MIA SI	55	39	10	Frequently	"	MSY P	1 54	91	15	Dly	San Salvador, El Salvador	MIA P	42	31	15	Dly
"	LGA SI	64	48	10	Frequently	"	HOU P	1 68	97	15	Dly	"	MSY P	39	29	15	Twice Dly
"	MIA K	56	40	15	Su, T, Th, Sa	"	BRO P	1 60	92	15	Dly	"	HOU P	50	36	15	Dly
"	EWR TC	45	35	15	Frequently	"	CRP P	1 64	94	15	Dly	"	BRO P	50	36	15	Dly
Port Sudan, Ang. Eq. Sudan	LGA BO	1 87	1 40	20	Su, T	"	NLD P	1 67	94	15	Dly	"	CRP P	44	32	15	Dly
Porto Alegre, Brazil	LGA P	1 52	89	15	Dly	"	LAX P	1 94	15	15	Dly	"	NLD P	44	32	15	Dly
"	MIA P	1 42	86	15	Dly	"	MIA SI	1 25	79	20	Frequently	"	LAX P	56	45	15	Dly
"	MSY P	1 09	103	15	Dly	"	LGA SI	1 35	83	20	Frequently	"	MSY TA	39	29	15	M.W.F.
"	HOU P	1 08	111	15	Dly	"	EWR TC	1 25	84	20	Frequently	"	MEX TA	26	20	15	T, Th, Sa
"	BRO P	1 08	111	15	Dly	Robore, Bolivia	"	"	"	"	"	"	MIA P	13	10	15	Dly
"	CRP P	1 03	106	15	Dly	"	MIA P	1 32	99	15	Sa	Santa Clara, Cuba	"	"	"	"	
"	NLD P	1 06	15	Dly	"	"	MSY P	1 44	108	15	F	Santa Cruz, Bolivia	MIA P	1 24	93	15	M.W, Sa
"	LAX P	1 16	15	Dly	"	"	HOU P	1 49	112	15	F	"	MSY P	1 38	1 04	15	Su, T, F
"	MIA SI	40	84	20	Frequently	"	BRO P	1 45	109	15	F	"	HOU P	1 44	1 07	15	Su, T, F
"	LGA SI	1 49	89	20	Frequently	"	CRP P	1 46	110	15	F	"	BRO P	1 39	1 04	15	Su, T, F
"	EWR TC	1 45	89	20	Frequently	"	LAX P	1 58	119	15	Th	"	CRP P	1 41	1 06	15	Su, T, F
Prague, Czechoslovakia	LGA P	1 30	93	15	Dly	"	NLD P	1 51	15	15	Th	"	NLD P	1 44	1 15	15	M, Th, Sa
"	BOS P	1 27	91	15	Sa, F	"	BOS AF	2 01	1 51	20	Su, T, Sa	"	LAX P	1 53	1 15	15	M, Th, Sa
"	LGA AO*	1 32	1 00	15	T, F, Sa	Roenne, Denmark	IDL SS	1 27	88	20	W, F	Santa Maria, Azores	LGA P	.78	.59	15	Dly except T
"	LGA SI	1 30	90	25	Frequently	"	IDL S	1 33	95	15	T, F, Sa	"	BOS P	.75	.57	15	T
"	IDL S	1 30	93	Th	"	"	LGA TR	1 05	90	15	Th	Santa Marta, Colombia	MIA P	48	33	15	M.W, Sa
"	LGA TR	1 00	85	12	"	"	HFD TR	1 05	90	15	"	"	MSY P	96	15	15	Su, T, F
"	HFD TR	1 00	85	12	"	"	IDL SW	1 12	90	20	"	"	HOU P	1 14	15	15	Su, T, F
"	IDL SW	1 03	83	20	"	"	LGA BO	1 33	95	20	Su, T, Th	"	BRO P	1 06	15	15	Su, T, F
"	LGA C*	1 28	91	30	"	"	IDL SS	1 79	1 20	20	W, F	"	CRP P	1 09	15	15	Su, T, F
"	DCA C*	1 28	91	30	"	"	IDL AF	1 33	95	20	Dly	"	NLD P	1 08	15	15	M, Th, Sa
"	LGA BO	1 30	93	20	M, Th, F	"	BOS AF	1 30	93	20	Dly	"	LAX P	1 33	15	15	M, Th, Sa
"	IDL SW	1 30	93	20	W, F	"	IDL K	1 33	95	15	M, Th, F	Santiago, Chile	MIA SI	85	1 28	20	Frequently
"	IDL AF	1 30	93	20	Dly except W	"	BOS TW	1 33	95	20	Dly	"	LGA SI	93	1 37	15	Frequently
"	BOS AF	1 27	91	20	Dly except W	"	PHL TW	1 34	97	20	M, Sa	"	MIA P	1 30	88	15	Dly
"	IDL K	1 30	93	15	Dly except Su	"	YIP TW	1 37	100	20	Sa	"	MSY P	1 46	1 10	15	Dly
"	EWR TC	1 00	85	25	"	"	CHI TW	1 39	1 02	20	Sa	"	HOU P	1 50	1 13	15	Dly
Preston, Cuba	MIA P	20	15	15	Dly	"	DCA C*	1 30	90	30	"	"	BRO P	1 46	1 10	15	Dly
Prentwick, Scotland	LGA AO	96	72	15	T, F	"	DCA TW	1 35	98	20	M, Sa	"	CRP P	1 48	1 11	15	Dly
"	IDL SS	96	72	20	T, W, F, Sa	"	LGA P	1 33	93	15	"	"	NLD P	1 53	1 15	15	Dly
"	T	96	72	20	"	"	BOS P	1 30	93	15	"	"	LAX P	1 61	1 20	15	Dly
"	IDL SW	81	65	20	"	"	EWR TC	1 00	70	25	"	"	IDL PI	1 42	90	20	Tu, W, F, Sa
"	IDL K	96	72	15	Dly except Su	"	LGA AO*	2 95	2 20	15	T, F, Sa	"	DCA PI	1 40	97	20	Tu, W, F, Sa
Puebla, Puebla	DAL B	41	17	15	Dly	"	IDL AF	2 54	2 20	20	Twice Wkly	"	EWR TC	1 40	1 00	15	Frequently
"	ETW B	41	17	15	Dly	"	BOS AF	2 51	2 18	20	Twice Wkly	"	"	"	"	"	"
"	LRD B	27	17	15	Dly	Salinas, Ecuador	MIA P	75	58	15	Th, Sa	Santiago, Cuba	MIA P	.18	.14	15	Thrice Dly
"	SAT B	34	17	15	Dly	"	MSY P	86	66	15	W, F	San Luiz, Brazil	LGA P	1 29	86	15	Dly
Puerto Cabezas, Nic.	MSY TA	60	47	15	M, W, F	"	HOU P	89	68	15	W, F	"	MIA P	1 16	85	15	Dly
Puerto Cortes, Hond.	MEX TA	48	38	15	T, Th, Sa	"	BRO P	89	68	15	W, F	"	MSY P	1 38	105	15	Dly
"	MSY TA	49	37	15	M, W, F	"	CRP P	89	68	15	W, F	"	HOU P	1 51	115	15	Dly
Puerto Princess, Philippines	MEX TA	36	28	15	T, Th, Sa	"	NLD P	1 12	92	15	T, Th	"	BRO P	1 43	115	15	Dly
"	SFO PH	2 60	1 98	20	W, Sa	Salisbury, So. Rhod.	LAX P	1 22	92	15	T, Th, Sa	"	CRP P	1 46	115	15	Dly
"	HJR PH	1 89	1 36	20	W, Sa	Salta, Argentina	LGA BO	2 47	1 85	15	T, Th, Sa	"	NLD P	1 45	115	15	Dly
"	LGA PH	2 83	2 15	20	W, F	"	MIA P	1 29	88	15	Su, T, F	"	LAX P	1 62	120	15	Dly
"	LAX W*	2 60	1 90	20	"	"	MSY P	1 42	107	15	M, Th, F	San Paulo, Brazil	LGA P	1 42	86	15	Dly
"	PDX W*	2 60	1 90	20	"	"	HOU P	1 46	110	15	M, Th, F	"	MSY P	1 36	95	15	Dly
"	SEC W*	2 60	1 90	20	"	"	BRO P	1 42	107	15	M, Th, F	"	HOU P	1 75	1 04	15	Dly

INTERNATIONAL CARGO TABLES—Continued

RATES (See Note)					RATES (See Note)					RATES (See Note)							
Destination	Airport and Airline	Per 100 Lbs. (Over 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	Per 100 Lbs. (Over 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	Per 100 Lbs. (Over 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Per \$100 Value	Depart
Sao Salvador, Brazil	LGA P 1.58	15	Dly			Stavanger, Norway	LGA AO* 1.16	90	15	T.F.		Tegucigalpa (cont'd)	LAX P 61	48	10	Dly	
"	MIA P 1.28	15	Dly			"	IDL SS 1.28	88	20	Tu, Sa		"	MSY TA 44	32		M.W.F.	
"	MSY P 1.54	15	Dly			St. John, N. B.	BOS T 2.14	056		Dly		"	MEX TA 21	23		T, Th, Sa	
"	HOT P 1.72	15	Dly			St. John, Antigua, B.W.I.	LGA P 46	41	15			"	LGA AO* 2.10	1.58	15	Dly	
"	BRO P 1.64	15	Dly			"	MIA P 45	33	15			"	LGA SI 2.55	1.70	25	Frequently	
"	CRP P 1.67	15	Dly			"	MSY P 96	15				"	LGA C* 1.83	1.37	30		
"	NLD P 1.67	15	Dly			"	HOT P 1.15	15				"	DCA C* 1.83	2.17	30		
"	LAX P 1.94	15	Dly			"	BRO P 1.10	15				"	LGA BO 1.85	1.39	20	Su, T, Th	
"	MIA SI 1.19	1.27	20	Frequently		"	CRP P 1.13	15				"	IDL AF 1.85	1.39	20	Weekly	
"	LGA SI 1.30	1.37	20	Frequently		"	NLD P 1.12	15				"	BOS AF 1.82	1.37	20		
Seoul, Korea	EDF NW 2.30	1.65	15	Thrice Weekly		"	LAX P 1.35	15				"	IDL SS 1.85	1.39	20	T.W.F.Sa	
"	CHI NW 2.56	1.67	15	Thrice Weekly		St. John, N. F.	LGA AO* 4.2	32	15	Dly		"	EWRT TR 1.70	1.39	15	Frequently	
"	CLE NW 2.59	1.89	15	Thrice Weekly		"	BOS T 4.89	1.65		Dly		"	LGA SI 2.25	1.50	25	Frequently	
"	YIP NW 2.58	1.87	15	Thrice Weekly		St. Lucia, B.W.I.	LGA P 54	47	15	T, Th, Sa		"	MSY TA 49	37		T, Th, Sa	
"	LAX NW 2.62	1.75	15	Thrice Weekly		"	MIA P 53	38	15	Dly		"	SFO NW* 2.67	1.97	15	Four Weekly	
"	MKS NW 2.54	1.86	15	Thrice Weekly		"	MSY P 1.00	15		Dly except Su		"	PDX NW* 2.67	1.97	15	Four Weekly	
"	LGA NW 2.63	1.92	15	Thrice Weekly		"	HOT P 1.15	75	15	Dly		"	LGA NW* 2.90	2.14	15	Four Weekly	
"	PIT NW 2.60	1.90	15	Thrice Weekly		"	BRO P 1.07	71	15	Dly except Su		"	CHI NW 2.83	2.09	15	Four Weekly	
"	PDX NW* 2.40	1.75	15	Thrice Weekly		"	CRP P 1.10	72	15	Dly		"	CLE NW 2.86	2.13	15	Four Weekly	
"	SFO NW* 2.40	1.75	15	Thrice Weekly		"	NLD P 1.18	15		Dly		"	YIP NW 2.85	2.13	15	Four Weekly	
"	SEC NW 2.40	1.75	15	Thrice Weekly		St. Thomas, Virgin Is. (U.S.)	LAX P 1.39	15		Dly		"	LAX NW* 2.67	1.97	15	Four Weekly	
"	LAX NW* 2.40	1.90	15	Thrice Weekly		"	MIA P 22	29	15	Dly		"	MKE NW 2.83	2.09	15	Four Weekly	
"	SFO P 2.40	1.80	15			"	EWRT TR 35	30	15	Twice Dly		"	MSY NW* 2.81	2.08	15	Four Weekly	
"	PDX P 2.40	1.80	15			Stockholm, Sweden	LGA AO 1.28	89	15	Su, T, Th		"	LGA P 3.24	2.29	15	Sa	
"	SEC P 2.40	1.80	15			"	LGA SI 1.40	84	25	Frequently		"	BOS P 3.21	2.27	15	Sa	
Shanghai, China	LGA P 2.46	2.54	15	T, Sa		"	LGA TR 1.05	90	125			"	LAX P 3.25	2.76	15	W.F.	
"	BOS P 2.43	2.32	15	T, Sa		"	HFD TR 1.05	90	125			"	PDX P 3.25	2.76	15		
"	LAX P 2.50	1.88	15	Su, T, W.F.		"	DCA C* 1.26	87	30			"	EDF NW 2.25	53	15	Four Weekly	
"	PDX P 2.50	1.88	15	Su, T, W.F.		"	LGA C* 1.26	87	30			"	CHI NW* 2.51	1.79	15	Four Weekly	
"	SEC P 2.50	1.88	15	Su, T, W.F.		"	LGA BO 1.28	89	20	Su, T, Th		"	CLE NW* 2.54	1.79	15	Four Weekly	
"	SFO PH 2.50	1.88	15	W, Sa		"	IDL SS 1.28	89	20	T, W.F.Sa		"	YIP NW* 2.53	1.71	15	Four Weekly	
"	PH 2.50	1.33	20	W, Sa		"	IDL AF 1.28	89	20	Dly		"	CLE NW 2.35	53	15	Four Weekly	
"	LGA PH 2.73	2.05	20	W.F.		"	IDL AF 1.25	86	20	Dly		"	MKS NW* 2.51	1.69	15	Four Weekly	
"	IDL AF 2.46	2.34	20			"	IDL K 1.28	89	15	Dly except Su		"	MPS NW 2.49	1.64	15	Four Weekly	
"	BOS AF 2.43	2.32	20			"	EWRT TR 1.15	80	25			"	LGA NW 2.58	1.75	15	Four Weekly	
"	EDF NW 2.40	1.75	15	Four Weekly		Stornoway, Scotland	LGA AO* 2.29	1.00	15	Dly		"	PIT NW 2.55	1.73	15	Four Weekly	
"	CHI NW 2.56	1.92	15	Four Weekly		Stuttgart, Germany	LGA P 1.22	92	15			"	PDX NW 2.35	1.53	15	Four Weekly	
"	CLE NW 2.69	1.96	15	Four Weekly		"	IDL K 1.25	94	15	Th, Sa		"	SFO NW* 2.35	1.53	15	Four Weekly	
"	YIP NW 2.68	1.96	15	Four Weekly		Suva, Fiji Islands	LAX P 1.75	132	15	M, T, Sa		"	OAK TR 1.80	1.31	12		
"	LAX NW 2.50	1.80	15	Four Weekly		"	SFO P 1.75	132	15	M, T, Sa		Toronto, Ont., Canada	LGA A 1.76	041	04	Dly	
"	MKS NW 2.66	1.92	15	Four Weekly		Sydney, Australia	LAX P 2.36	1.77	15	T, Sa		"	MIA P 1.51	11	15	Dly	
"	LGA NW 2.73	1.97	15	Four Weekly		"	SFO P 2.36	1.77	15	T, Sa		Trinidad, Cuba	LGA AO 1.52	1.14	15	Dly	
"	PDX NW* 2.50	1.80	15	Four Weekly		"	PDX P 2.36	1.77	15	T, Sa		"	LGA BO 1.37	97	20	Su, T, Th	
"	SFO NW* 2.50	1.80	15	Four Weekly		"	SEC P 2.36	1.77	15	T, Sa		"	LGA AO 1.29	91	15	Th	
"	SEC NW 2.50	1.80	15	Four Weekly		"	LGA BO 3.41	2.56	20	Su, T, Th		Trondheim, Norway	IDL SS 1.29	88	20	T, Sa	
"	DCA NW 2.71	1.97	15	Four Weekly		"	SFO BO 2.36	1.77	15	Su, Alt Th		"	MEX TA 38	30		T, Th, Sa	
"	LAX W 2.50	1.80	20			"	HJR BC 2.36	1.77	15	Su, Alt Th		Trujillo, Honduras	CHI NW* 2.79	2.06	15	Four Weekly	
"	PDX W 2.50	1.80	20			"	VR BC 2.47	1.85		Su, Alt Th		"	CLE NW* 2.82	2.06	15	Four Weekly	
"	SEC W 2.50	1.80	20			Sydney, N. S.	OAK TR 2.12	1.57	20	Dly		"	LAX NW* 2.63	1.93	15	Four Weekly	
"	IDL K 2.56	2.34	15	M		"	BOS T 2.99	085		Dly		"	MKE NW* 2.77	2.04	15	Four Weekly	
"	EWRT TR 2.75	2.30	15	Frequently		"	LGA T 2.99	90		Dly		"	LGA NW* 2.82	2.06	15	Four Weekly	
Shannon, Eire	OAK TR 2.34	1.70	20			Tacloban, Philippines	SFO PH 2.60	1.98	20	W, Sa		"	PIT NW* 2.77	2.04	15	Four Weekly	
"	EDF TR 2.40	1.75	15	Dly		"	HJR PH 2.60	1.98	20	W, Sa		"	LGA NW* 2.82	2.06	15	Four Weekly	
"	BOS P 86	67	15	Dly		"	LGA PH 2.83	2.15	20	W, F		"	LAX NW* 2.74	2.01	15	Four Weekly	
"	LGA AO 92	69	15	Dly		"	LAX W* 2.60	1.90	20			"	MKE NW* 2.76	2.02	15	Four Weekly	
"	LGA SI 1.10	70	25	Frequently		"	PDX W* 2.60	1.90	20			"	CLE NW* 2.79	2.06	15	Four Weekly	
"	HFD TR 68	58	10			"	LAX W* 2.60	1.90	20			"	YIP NW* 2.78	2.06	15	Four Weekly	
"	LGA SW 77	61	20			"	SEC W* 2.60	1.90	20			"	LAX NW* 2.60	1.90	15	Four Weekly	
"	IDL T 86	65				"	SEC W* 2.60	1.90	20			"	MKE NW* 2.76	2.02	15	Four Weekly	
"	LGA BO 92	69	20			Tagbilaran, Philippines	SFO PH 2.60	1.98	20	W, Sa		"	PIT NW* 2.80	2.07	15	Four Weekly	
"	IDL AF 92	69	20			"	HJR PH 1.89	1.36	20	W, Sa		"	CLE NW* 2.80	2.06	15	Four Weekly	
"	BOS AF 80	67	20			"	LGA PH 2.83	2.15	20	W, F		"	YIP NW* 2.78	2.06	15	Four Weekly	
"	LGA TW 92	69	20	Dly		"	LAX W* 2.60	1.90	20			"	LAX NW* 2.60	1.90	15	Four Weekly	
"	BOS TW 86	67	20	W		"	PDX W* 2.60	1.90	20			"	MKE NW* 2.76	2.02	15	Four Weekly	
"	PHL TW 93	71	20	M, Sa		"	SEC W* 2.60	1.90	20			"	CLE NW* 2.79	2.06	15	Four Weekly	
"	YIP TW 96	74	20	Sa		Talara, Peru	MIA P 94	63	15	Dly		"	LAX NW* 2.83	2.07	15	Four Weekly	
"	DCA TW 94	72	20	M, Sa		"	MSY P 92	71	15	Dly		"	PIT NW* 2.80	2.07	15	Four Weekly	
"	CHI TW 98	76	20	Sa		"	HOT P 91	73	15	Dly		"	SFO NW* 2.60	1.90	15	Four Weekly	
"	EWRT TR 73	60	25			"	RRO P 95	73	15	Dly		"	SEC NW* 2.60	1.90	15	Four Weekly	
Sing, China	CHI NW* 2.88	2.14	15	Four Weekly		"	NLD P 1.15	15		Dly		"	DCA NW 2.81	2.07	15	Four Weekly	
"	CLE NW* 2.91	2.18	15	Four Weekly		"	LAX P 1.28	97	15	Dly		"	MIA P 1.31	99	15	Su, T, F	
"	YIP NW* 2.90	2.18	15	Four Weekly		"	DCA PI 95	73	10	T, W, F, Sa		"	MSY P 1.44	1.08	15	M, Th, Sa	
"	LAX NW 2.72	2.02	15	Four Weekly		"	IDL PI 96	74	10	T, W, F, Sa		"	BRO P 1.44	1.08	15	M, Th, Sa	
"	MKS NW* 2.96	2.13	15	Four Weekly		Tanatar, Madagascar	IDL AF 3.50	2.63	20	Weekly		"	CRP P 1.45	1.10	15	M, Th, Sa	
"	LGA NW* 2.93	2.19	15	Four Weekly		"	BOS AF 3.47	2.60	20			"	NLD P 1.50	1.15			
"	PIT NW* 2.92	2.19	15	Four Weekly		Tampico, Mexico	HOT P 1.15	15		Dly		"	LAX P 1.56	1.17	15	Su, W, F	
"	PDX NW* 2.72	2.02	15	Four Weekly		"	RRO P 1.08	15		Dly		"	SFO PH 2.60	1.98	20	W, Sa	
"	SFO NW* 2.72	2.02	15	Four Weekly		"	CRP P 1.05	13	10	Dly		"	HJR PH 1.89	1.36	20	W, F	
"	SEC NW* 2.72	2.02	15	Four Weekly		"	LAX P 76	15		Dly		"	LAX W* 2.60	1.90	20		
"	DCA NW* 2.93	2.19	15	Four Weekly		Tanatar, Madagascar	IDL AF 3.44	2.58	20	Weekly		"	PDX W* 2.60	1.90	20		
"	LGA TR 2.45	1.67	25	Frequently		"	BOS AF 3.41	2.56	20			"	LAX W* 2.60	1.90	20		
"	HFD TR 2.43	1.67	25	Frequently		"	LGA AO* 1.55	1.14	15	Dly		"	SFO NW* 2.60	1.90	15	Four Weekly	
"	OAK TR 2.29	1.84	20			"	IDL AF 1.61	1.21	20			"	SEC NW* 2.60	1.90	15	Four Weekly	
"	LGA BO 2.58	2.29	20	Su, T, Th		"	LAX P 8.6	1.22	Th			"	MIA P 73	40	15	Su	
"	IDL AF 2.58	2.29	20			Tanger, Morocco	MIA P 42	31	15	Dly		"	MSY P 1.14	1.15	15	F	
"	DCA AF 2.55	2.27	20			"	CRP P 39	29	15	Dly		"	HOT P 1.25	1.15	15	F	
"	IDL K 3.58	2.29	15	Th		"	BOS AF 1.58	1.19	20			"	CRP P 1.25	1.15	15	W, Sa	
"	EWRT TR 2.40	2.00				"	IDL SS 1.63	1.22	Th		"	LAX P 1.19	1.15	15	W, Sa		

INTERNATIONAL CARGO TABLES—Continued

Destination	Airport and Airline	RATES (See Note)			Depart	Destination	Airport and Airline	RATES (See Note)			Depart	Destination	Airport and Airline	RATES (See Note)			Depart
		Per 100 Lbs.	Per 100 Lbs. Over 100 Lbs.	Per \$100 Value				Per 100 Lbs.	Per 100 Lbs. Over 100 Lbs.	Per \$100 Value				Per 100 Lbs.	Per 100 Lbs. Over 100 Lbs.	Per \$100 Value	
Tuxtla Gutierrez, Mexico	MIA P	62	15	Dly except Sa		Victoria de las Tunas, Cuba	MIA P	15	11	10	Dly	Wake Island	LAX P	1.54	1.16	20	Five Wkly
"	MSY P	59	15	Dly except F		Victoria Falls, So. Rhodesia	LGA BO	2.47	1.83	20	Sa,T,Th	"	SFO P	1.54	1.16	20	Five Wkly
"	HOU P	50	15	Dly		Vienna, Austria	LGA P	1.36	96	20	Dly	"	PDX P	1.54	1.16	15	"
"	BRO P	42	15	Dly		"	LGA AO*	1.36	1.07	15	Dly	"	SEC P	1.54	1.16	15	"
"	CRP P	45	15	Dly except Sa		"	BOS P	1.33	94	20	Sa,F	Warsaw, Poland	OAK TR	1.39	1.01	15	"
"	LAX P	83	15	Dly except F		"	LGA TR	1.05	90	12	Frequently	"	LGA AO*	1.45	1.11	15	T,F,Sa
Laundura, Bel Congo	IDL S	2.59	1.90	Th		"	LGA C*	1.34	94	30	"	"	IDL SS	1.42	1.02	20	W,F
Cyuni, Bolivia	MIA P	1.22	87	15	T,F	"	LGA BO	1.34	94	30	Sa,T,Th	"	IDL AF	1.43	1.07	20	"
"	MSY P	1.36	1.02	15	M,Th	"	IDL AF	1.36	96	20	"	"	IDL S*	1.42	1.02	Th	"
"	HOU P	1.42	1.06	15	M,Th	"	BOS AF	1.33	94	20	"	Whitehorse, Canada	SEC P	35	14	10	Sa,T,W,F
"	BRO P	1.37	1.03	15	M,Th	"	EWB TC	1.20	80	25	"	Windsor, Ont., Canada	LGA A	20		Dly	"
"	CRP P	1.40	1.05	15	M,Th	"	"	"	"	"	"	"	CHI A	12		Dly	"
"	NLD P	1.39	15			"	"	"	"	"	"	"	LGA T*	2.14	036	Dly	"
"	LAX P	1.32	1.14	15	Su,W	"	"	"	"	"	"	"	CHI T	12		Dly	"
Vancouver, B. C., Can.	SEC T	04	021	10	Dly	Vigan, Philippines	SFO PH	2.60	1.98	20	W,Sa	Winnipeg, Man., Can.	LGA T*	5.75	20		Dly
"	LGA T	96	255	10	Dly	"	HJR PH	1.89	1.36	20	W,Sa	"	GFK W	04		Dly	"
"	LGA T*	10	13	375	Dly	"	LAX W*	2.60	1.90	20	W,F	Yakutat, Alaska	SEC P	45	18	15	"
"	SFO BO*	11	08	15		"	LAX W*	2.60	1.90	20	"	Zamosanga, Philippines	SFO PH	2.60	1.98	20	W,Sa
"	SFO BC*	11	08	15		"	SEC W*	2.60	1.90	20	"	"	HJR PH	1.89	1.36	20	W,Sa
"	HJR BC	82	61			"	"	"	"	"	"	"	LGA PH	2.83	2.15	20	W,F
Varadero, Cuba	MIA P	12	09	15	Dly	Villahermosa, Mexico	MIA P	47		10	Dly	"	LAX W*	2.60	1.90	20	"
"	"	"	"	"	"	"	MSY P	43		10	Dly	"	PDX W*	2.60	1.90	20	"
Veracruz, Mexico	MIA P	57	15	Dly		"	HOU P	48		10	Dly	"	SEC W*	2.60	1.90	20	"
"	MSY P	53	15	Dly		"	BRO P	40		10	Dly	"	"	"	"	"	"
"	HOU P	36	15	Dly		"	CRP P	43		10	Dly	"	"	"	"	"	"
"	BRO P	28	15	Dly		"	LAX P	83		10	Dly	"	"	"	"	"	"
"	CRP P	31	15	Dly		"	"	"	"	"	"	"	"	"	"	"	"
"	LAX P	42	15	Dly		Villavieja, Colombia	MIA P	65	44	10	Dly	Zurich, Switzerland	LGA AO*	1.31	09	15	Dly
"	DAL B	76	15	Dly		"	MSY P	1.12	20	Dly	"	"	LGA S1	1.30	77	25	Frequently
"	FTW B	42	Dly			"	HOU P	1.23	20	Dly	"	"	IDL SS	1.20	89	20	T,W,F,Sa
"	LRD B	28	Dly			"	BRO P	1.15	20	Dly	"	"	IDL S	1.20	89	20	Th
"	SAT B	35	Dly			"	CRP P	1.18	20	Dly	"	"	LGA TR	1.20	80	121	"
Victoria, Brazil	LGA P	1.66	20	Th,Sa		"	NLD P	1.17	15		"	"	HFD TR	0.95	80	121	"
"	MIA P	1.41	20	Sa		"	LAX P	1.42	20	Dly	"	"	LGA C*	0.95	87	30	"
"	MSY P	1.59	20	Th		Vielty, Sweden	IDL SS	1.34	93	20	Dly	"	IDL AF	1.18	80	20	Six Weekly
"	HOU P	1.81	20	Th		Wadi Haifa, Aug. Eg. Sudan	LGA AO*	1.34	94	15	T,W,F,Sa	"	BOS AF	1.20	88	20	Dly except Su
"	BRO P	1.73	20	Th		"	"	"	"	"	"	"	IDL K	1.17	80	15	Sa,T,Th
"	CRP P	1.76	20	Th		"	"	"	"	"	"	"	LGA BO	1.20	92	20	Frequently
"	NLD P	1.78	15			"	"	"	"	"	"	"	EWB TC	1.22	70		"
"	LAX P	2.05	20	W		"	"	"	"	"	"	"	LGA TW	1.19	88	20	T,Th
Victoria, B. C.	LGA T*	10	13	375	Dly	"	"	"	"	"	"	"	PHL TW	1.50	60	30	T
"	"	"	"	"	"	"	"	"	"	"	"	"	DCA TW	1.21	91	30	T

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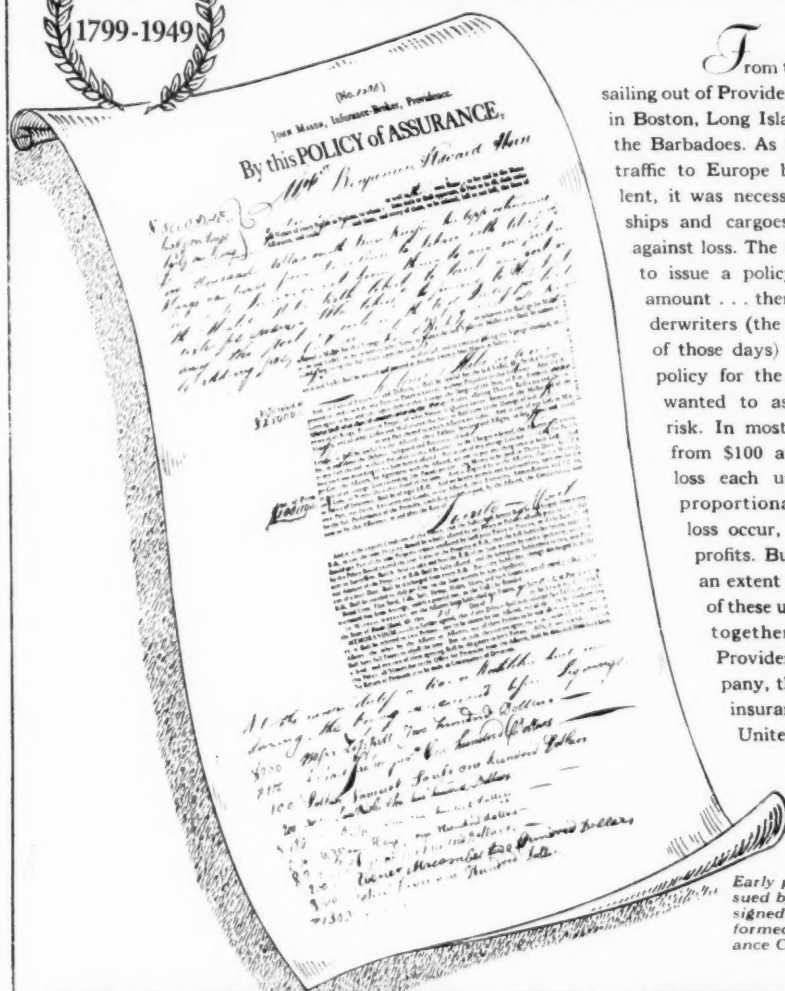
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